


# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1987

- 
- Navy blimps
  - USS Stark





Smokin' down the landing ramp on a tank landing ship, a Marine truck under the direction of a Seabee beachmaster advances toward the beach during joint U.S.-Korean "Team Spirit '87" exercises.

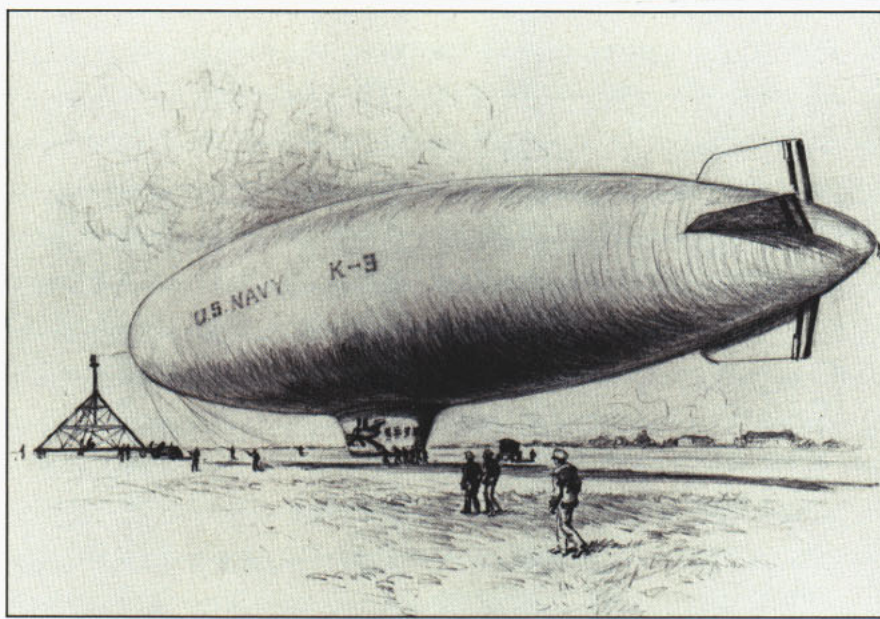


# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1987 — NUMBER 843

64th YEAR OF PUBLICATION



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**Front Cover:** "General quarters #2," by Albert Murray, shows a Navy blimp sailor firing at an enemy submarine during World War II. Painting courtesy of Navy Art Collection.

**Back Cover:** A Navy NJROTC student stands tall during a recent "field day" competition. Photo by JO2 Jodelle Blankenship.



# Navy Currents

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## Careers in education

If you're retiring from the Navy, a second career in education might be just what you need.

If you are interested in becoming a teacher or administrator in education, write to the Department of Education, 400 Maryland Ave., S.W., Washington, D.C. 20202, ATTN: Julie Cave. Include your educational background — military and civilian — address, the grade level and subject area in which you are interested in teaching. □

## Spouse job preference

Military spouses seeking jobs at their sponsor's duty stations may now receive job preference at more grade levels.

The Military Family Act of 1985, which gave preference to military spouses in civil service jobs at grades GS-8 through GS-15, now includes GS-5 through GS-7 and blue collar jobs at similar levels.

To be eligible for hiring preference, the military spouse must be married to an active duty service member, accompany the sponsor on a permanent change of station move, and be included in the best-qualified group after a competitive screening process.

To find out about available jobs in the United States and overseas, application procedures and other special employment programs for family members, check with your local civilian personnel office. □

## Tuition assistance cut

The maximum amount the Navy will pay in college tuition assistance is now 75 percent.

Funding constraints and an increase in the number of sailors requesting tuition assistance were cited reasons for this change.

The policy affects Navy people in pay grades E-5 through E-9 who have less than 14 years of active service. The amount of college tuition

assistance offered to other Navy people is 75 percent and remains unchanged. The Navy also continues to fund high school courses at 100 percent.

For additional information, contact your Navy Campus office. □

## Dental premiums set

Active duty military people participating in the new Dependent Dental Plan will have \$3.93 deducted from their paychecks per month for one dependent or \$7.86 per month for two or more dependents.

The dental plan covers routine preventive and restorative care. Care provided under the plan includes oral exams, teeth cleaning and polishing, fluoride treatments, routine dental X-rays, laboratory exams and minor treatment for pain.

Restorative dental care covers treatments such as fillings, stainless steel crowns for baby teeth and repairs to dentures. The plan does not cover braces, tooth extractions, root canals, porcelain or gold crowns, dentures or cosmetic dental services.

The plan goes into effect Aug. 1. Eligible spouses and children will be automatically enrolled. Service members not wanting to participate in the program had until June 30 to contact their personnel office to avoid having the premium deducted from their pay. Getting off the automatic list may take time, and money paid in cannot be recovered. □

## Free flight insurance

Scheduled Airline Ticket Offices (SATO) now give free flight insurance to military and civilian people who purchase airline tickets from them.

The insurance, called "Tele-trip," is offered through SATOs located on all major military installations in the continental United States, Hawaii, Alaska and Puerto Rico.

This insurance is not available in New York,



SATO services are available to active duty people, their dependents, reservists, civilian employees and retirees. Tickets can be purchased for personal or official travel. For more information, contact your local SATO. □

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## Writers

**JO1 Lynn Jenkins**

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# Fire in the night

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*No one knows for sure what happened or why, but USS Stark sailors knew what had to be done and they did it.*

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By now, the words of Hull Technician 1st Class Michael J. O'Keefe are painfully familiar: "There was an explosion . . . There were flames already there . . . I saw a fireball and that's when I knew we were in trouble."

There are many questions being asked about the attack that killed 37 Navy men on USS *Stark* (FFG 31) May 17 — questions about policy, about hardware, about responsibility and irresponsibility. Some of those questions will only be answered after long and difficult investigations — some will never be answered at all.

But there is one thing about which there is no question: wherever there is a threat to Navy people, whenever shipmates are in trouble, there will be U.S. sailors going in to help.

As O'Keefe recalled, "We already had water pouring in. We started getting people out and I made another tour making sure everybody was out of their bunks. . . . In the berthing compartment, the lights were out. You really couldn't see who you were rescuing. Myself, I was just going by and grabbing them by their hair and by their hands and pulling them out and shoving them and throwing them EBDs (emergency breathing devices) and pushing them up the ladders. . . . A couple of people had trouble getting out. We got them out."

O'Keefe and nine shipmates were

awarded the Navy and Marine Corps Medal for their "quick and valiant response in damage control and fire-fighting" as they continued to work for 36 hours or more following the attack.

To some, such a courageous response to danger seems quite remarkable; O'Keefe's comments indicate that, to the sailors on *Stark*, saving shipmates and fighting the fire were more or less automatic.

In a press conference a few days after

the attack, reporters asked O'Keefe if his attitude toward his duty had changed following the disaster:

Reporter: "Will you continue to sail the Gulf, if your assignment is not over?"

O'Keefe: "Pardon me, sir?"

Reporter: "Will you continue to sail the Gulf, despite what happened on your ship?"

O'Keefe: "If I get assigned there, yes sir." □



**Stark** sailors survey the damage done by Iraqi missiles.

U.S. Navy photo



# In memoriam

## USS STARK (FFG 31)

### **BOLDUC, Doran Hilaire**

Seaman  
Born: 5 JUN 57  
Home: Lacey, Washington

### **BROWN, Braddy Otis**

Boatswain's Mate 1st Class  
Born: 13 JUL 58  
Home: Bessemer, Alabama

### **CALKINS, Jeffrey Lawrence**

Fire Controlman 3rd Class  
Born: 27 SEP 66  
Home: Mitchfield Springs, New York

### **CAOQUETTE, Mark Robert**

Seaman  
Born: 10 JAN 61  
Home: Fitchburg, Massachusetts

### **CILETTA, John Anthony Jr.**

Boatswain's Mate 3rd Class  
Born: 9 MAY 66  
Home: Brigantine, New Jersey

### **CLINEFELTER, Brian Michael**

Seaman Recruit  
Born: 15 DEC 67  
Home: Barstow, California

### **DANIELS, Antonio Armondo**

Operations Specialist 2nd Class  
Born: 7 AUG 65  
Home: Greeleyville, South Carolina

### **DeANGELIS, Christopher Warner**

Electronics Technician 2nd Class  
Born: 8 MAY 64  
Home: Dumont, New Jersey

### **DUNLAP, James Scott**

Interior Communications Electrician 2nd Class  
Born: 22 JAN 67  
Home: Osceola Mills, Pennsylvania

### **ERWIN, Steven Thomas**

Sonar Technician (Surface) Seaman  
Born: 8 NOV 64  
Home: Troy, Michigan

### **FARR, Jerry Boyd**

Radioman 2nd Class  
Born: 6 NOV 50  
Home: Charleston, South Carolina

### **FOSTER, Vernon Tyrone**

Senior Chief Quartermaster  
Born: 16 FEB 54  
Home: Tallahassee, Florida

### **GRISSETT, Dexter Dwayne**

Radioman Seaman Apprentice  
Born: 11 JAN 68  
Home: Macon, Georgia

### **HANSEN, William Ralph**

Fire Controlman 3rd Class  
Born: 11 FEB 65  
Home: Reading, Massachusetts

### **HOMICKI, Daniel**

Gunner's Mate (Guns) 3rd Class  
Born: 6 NOV 50  
Home: Elizabeth, New Jersey

### **JANUSIK, Kenneth Dale Jr.**

Operations Specialist Seaman  
Born: 17 AUG 67  
Home: Clearwater, Florida

### **KENDALL, Steven Edward**

Operations Specialist 1st Class  
Born: 27 JAN 57  
Home: Honolulu, Hawaii

### **KISER, Stephen Greg**

Senior Chief Electrician's Mate  
Born: 20 APR 51  
Home: Elkhart, Indiana

### **LOCKETT, Ronnie George**

Signalman 1st Class  
Born: 6 DEC 56  
Home: Bessemer, Alabama

### **MacMULLEN, Thomas Joseph**

Gunner's Mate (Missiles) 1st Class  
Born: 10 DEC 56  
Home: Darby, Pennsylvania

### **MOLLER, Charles Thomas**

Electronics Warfare Technician 3rd Class  
Born: 16 NOV 60  
Home: Columbus, Georgia

### **PHELPS, Jeffrey Lee**

Seaman Apprentice  
Born: 11 MAR 66  
Home: Locust Grove, Virginia

### **PIERCE, Randy Eugene**

Data Systems Technician 1st Class  
Born: 1 JUN 58  
Home: Choctaw, Oklahoma

### **PLONSKY, James**

Gunner's Mate (Guns) 3rd Class  
Born: 3 JUN 64  
Home: Van Nuys, California

### **QUICK, Kelly Robert**

Electronics Technician 3rd Class  
Born: 17 SEP 66  
Home: Swartz Creek, Michigan

### **RYALS, Earl Patton**

Signalman Seaman  
Born: 29 JUN 61  
Home: Boca Raton, Florida

### **SHIPPEE, Robert Laurence**

Senior Chief Fire Controlman  
Born: 10 JUN 51  
Home: Adams Center, Jefferson, New York

### **SIBLEY, Jeffrey Curtis**

Signalman Seaman  
Born: 3 JUN 65  
Home: Metairie, Louisiana

### **STEPHENS, Lee**

Operations Specialist 3rd Class  
Born: 7 JUL 63  
Home: Pemberton, Ohio

### **STEVENS, James Russell**

Torpedoman's Mate 2nd Class  
Born: 8 FEB 60  
Home: Visalia, California

### **SUPPLE, Martin Jude**

Electronics Technician 3rd Class  
Born: 15 NOV 59  
Home: North Olmsted, Ohio

### **TWEADY, Gregory Lee**

Fire Controlman 1st Class  
Born: 11 JUL 50  
Home: Champaign, Illinois

### **WATSON, Joseph Pearce**

Electronics Warfare Technician 3rd Class  
Born: 25 NOV 61  
Home: Ferndale, Michigan

### **WEAVER, Wayne Richard**

Electronics Technician 3rd Class  
Born: 7 APR 65  
Home: New Bethlehem, Pennsylvania

### **WELDON, Terance Donald**

Operations Specialist Seaman  
Born: 20 FEB 67  
Home: Coram, New York

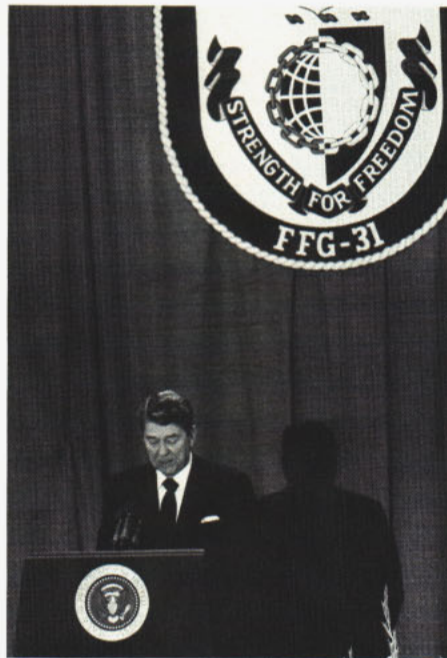
### **WILSON, Lloyd Anthony**

Interior Communications Electrician 2nd Class  
Born: 12 JAN 63  
Home: Summerville, South Carolina

### **ULMER, Vincent Lenard**

Seaman  
Born: 17 JAN 66  
Home: Bay Minette, Alabama





# 'Yes, they were heroes'

---

*"And because they were heroes, let us not forget this: that for all the lovely spring and summer days we will never share with them again, for every Thanksgiving and Christmas that will seem empty without them, there will be other moments, too. Moments when we see the light of discovery in young eyes, eyes that see for the first time the world around them and know the sweep of history and wonder: 'Why is there such a place as America? And how is it that such a precious gift is mine?'"*

---

Mayport, Fla. — "God bless the men and families of the USS *Stark*." So said the signs along the road to the Mayport Naval Station.

At the Naval Station, the memorial service was set to commence in a specially decorated hangar. The guest speaker was to be the President of the United States, Ronald Reagan.

The people filed into their seats: the families of the dead on the left, the families of the survivors on the right. Members of a larger family — the Navy family — gathered in seats in the back of the hangar.

As the President approached the podium, the ceiling recirculating fans came to a halt. Silence enveloped the crowd. The President gave his speech: "Yes, they were heroes," he promised

the assembled mourners.

Then a Navy trumpeter played "taps." The effect was, in its own way, just as shattering as the *Exocet* missile that struck *Stark*. All over the hangar, people bowed their heads. Tears streamed down dozens of faces. Searing cries of emotional pain rang out clearly in the hushed building.

"Strength for Freedom." The watchwords on the *Stark* crest that hung up in front of the gathering are etched forever in the minds and hearts of those who were there.

The strength needed to endure the coming days and months will not be the strength of ships and weapons, not military might. It will be the strength of the human heart, the strength that is there when a family comes closer to-

gether, in its time of loss. The Navy family has shown that kind of strength before, and it will be strong now.

Aboard ships sailing the oceans of the world, sailors mourn the loss of their shipmates. But they are also more vigilant. Senior Chief Petty Officer Gary Clinefelter of Mayport, whose son Brian was one of the crewmembers killed, said it best: "I need to keep working." President Reagan publicly commended Clinefelter.

In the end, the "strength for freedom" that really matters comes from professionalism afloat and ashore: the heroism of the officers and men of USS *Stark* and the courage and rededication of those who survive them. □

— Story and photos by  
PH1 Chuck Mussi





President and Mrs. Reagan comfort survivors following the memorial service. A Navy corpsman lends support to one mourner.



# Navy PT boats at Normandy

## The forgotten warriors of the English Channel

Like a forgotten child of history, the U.S. Navy PT boat and the significant role it played in operations in the English Channel before, during, and after the Normandy invasion on June 6, 1944, have often gone unnoticed in the cascade of events surrounding that turbulent time and place.

These small, sleek, high-speed mahogany patrol-torpedo boats, manned by hard-fighting sailors, participated gallantly with Allied forces in breaching Hitler's "Fortress Europe" at the beaches of Normandy.

The U.S. Navy's PT boat war in the English Channel was led by an extraordinary naval officer whose name has become synonymous with PT operations in World War II. That man is John D. Bulkeley, Rear Admiral (ret.), now president of the Navy's Board of Inspection and Survey in Washington, D.C.

Bulkeley received the Medal of Honor for his stubborn PT boat defense of Bataan in 1942 and was squadron commander of the PT boats that took General Douglas MacArthur and his staff off Corregidor. He was well-known as a courageous and resourceful PT commander when, in March 1944, shortly after his return stateside from combat duties in New Guinea, he was assigned to the European Theater to head up PT operations in the English Channel.

In the spring of 1944, with the Allied



**Lt.Cmdr. John D. Bulkeley**

invasion of France imminent, the U.S. Navy was tasked to conduct "special" operations in conjunction with the Royal Navy: transporting to and from France agents and equipment for support of the French Resistance. Small, versatile, high-speed boats that could operate in the narrow waters of the English Channel were needed to carry out these clandestine missions.

In response to this need, PT Task Group 122, consisting of three boats, was hastily commissioned at Long Island, N.Y., and sent to England. The three

Higgins boats, PTs 71, 72 and 199 were placed under the command of then-Lieutenant Commander Bulkeley.

Based at Dartmouth, England, Bulkeley's boats carried out these dangerous night time shuttling operations between England and German-occupied France under very harrowing conditions. A typical cross-channel mission required the PTs to pass through German convoy lanes and minefields while trying to avoid detection by German radar. Once near the French coast, the boats would anchor just off the beach, often under the noses of German beach guards and shore batteries. The incoming agents would be put ashore and outgoing agents would be picked up for the return dash to England.

In order to keep their mission a secret from the enemy if captured or sunk, the PTs posed as air and sea rescue craft, carrying phony dispatches and log entries directing the boats to proceed to a certain area to look for a downed pilot. To complete the ruse, none of the boats carried weapons and all officers and men were unarmed. The PT crews never knew the identity of the people they carried.

These perilous sorties continued on a regular basis through June 4, two days before D-Day. Due to this essential link

**A screen of sea spray envelopes a swift, powerful PT on patrol.**







# Navy PT boats



in communication between Allied headquarters and the French Resistance being kept open by Bulkeley's PTs, vital intelligence critical to the Allied landings at Normandy was obtained.

For example, it was learned that Field Marshal Erwin Rommel was going to his home at Ulm, Germany, to be with his wife, Lucy, for her birthday. Field Marshal Gerd Von Rundstedt and other German generals had gone to Rennes, near Paris, for a war map exercise, concluding that the tides were wrong for an Allied invasion.

In the latter part of April, Bulkeley was called upon to make crossings of the Channel, under the cover of darkness, to Baie de La Seine on the French coast near Le Havre. Once there, he and his men were to land and collect a bucket of sand every 50 yards up the beach and return the buckets to headquarters. The reason for this unorthodox mission was to allow headquarters to determine if the sand on the beaches near the Normandy landing sites could sustain the weight of tanks.

During one of the early sand-gathering forays, a desperate encounter between Bulkeley and a German beach guard took place. While carrying a bucket of sand back to his boat, Bulkeley confronted a German soldier who had suddenly materialized on the darkened beach. As startled as both of them were, Bulkeley recovered from his surprise

before the German could unsling his rifle. Throwing the contents of his bucket into the guard's face, Bulkeley attacked his adversary. They struggled briefly, and the guard was strangled.

Shortly after this incident, 22 boatswain's mates were assigned to the PT squadron. This was not unusual in itself, but all of them were from Hollywood and all were expert archers!

These men were specialists in the motion picture industry. In western movies or other films requiring bow-and-arrow sequences, they shot arrows into the backs of the cowboys during Indian battle scenes. The archers were capable of hitting a target at fifty yards with deadly accuracy.

The Navy had assigned them to this particular mission to support the PTs in encounters with beach guards. Instead of using guns to defend the sand collectors, the archers would quietly dispatch any curious guards with well-placed arrows, thus preventing a general alert that would ensue from gunfire.

Shortly after the Baie de La Seine assignment, word was passed that German E-boats, the enemy's counterpart to the PT, were stepping up activity in the Channel. Operating from the German-



Minesweepers (right) explode mines off Utah Beach; (far right) PTs in echelon formation.



held port of Cherbourg, these deadly raiders were taking a heavy toll on Allied ships entering the Channel enroute to invasion staging ports in England. This serious threat to the invasion had to be eliminated, and it was Bulkeley's job to see that this was done.

Hurriedly, 67 additional PT boats were sent to England to flesh out the skeleton squadron Bulkeley had been operating with since March. Berthed at Portland, Dartmouth and other areas, the new arrivals barely had time to settle in before being ordered to sail into the fray against the E-Boats.

German patrol boats didn't relish the idea of taking on the PTs that were conducting nightly sweeps in the Channel. The E-boat's top speed was 34 knots compared to the PT boat's 40 knots-plus. Also, the PT boats were packing a 37mm, rapid fire, belt-fed anti-tank gun

aimed by tracer sighting. E-boats were not similarly armed.

Bulkeley's squadrons engaged the enemy with such ferocity that the harried E-boat fleet did more running than fighting and preferred to stay put in their safe haven of Cherbourg when the PTs were loose, which was all the time. The PTs would wait for them to come back out if they dared — which they didn't.

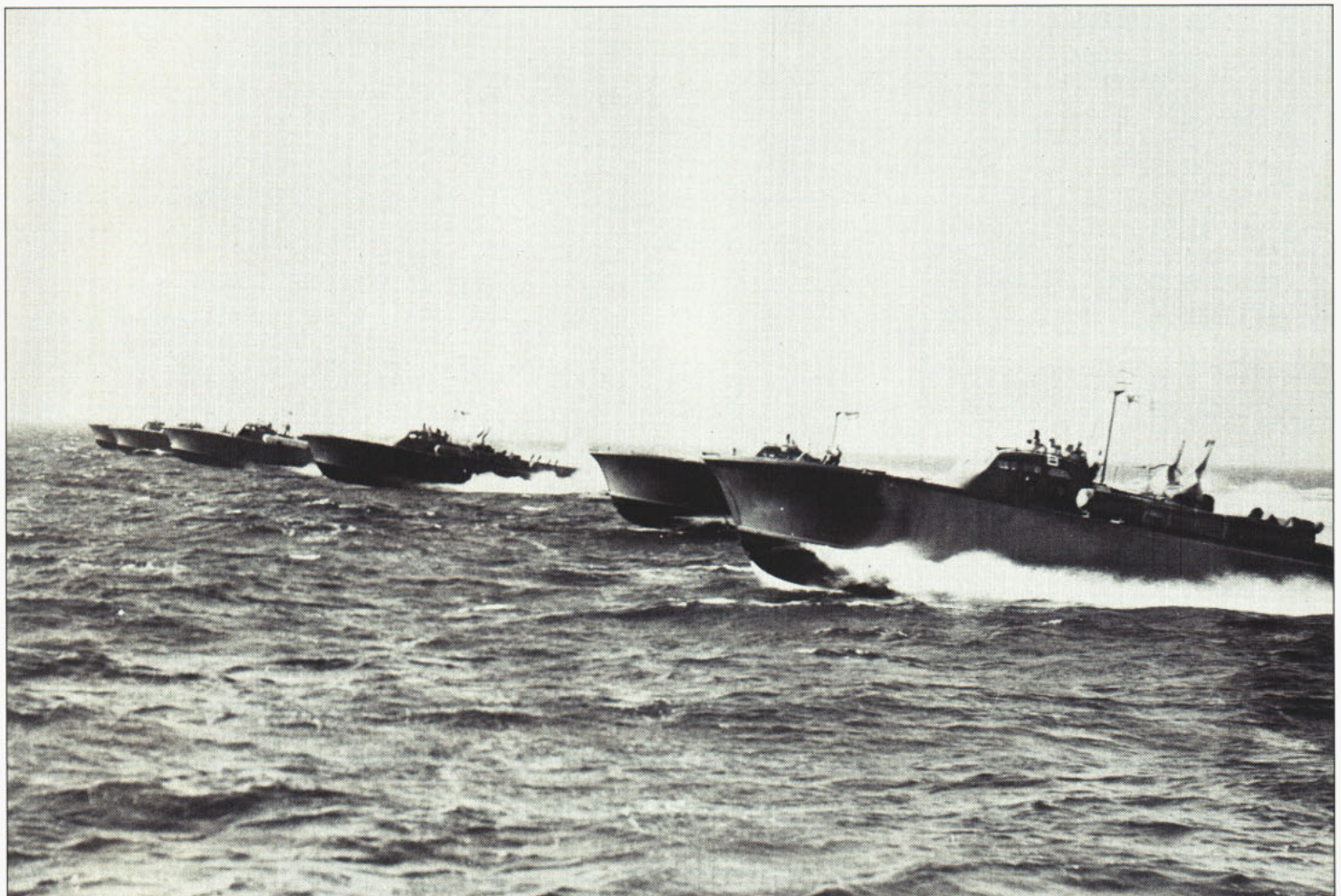
With PTs on patrol, E-boat depredations fell off to such a degree that by the eve of the invasion, they no longer posed a major threat to Allied shipping. They either stayed holed up in Cherbourg or moved their operations to Le Havre.

By the first of June, Bulkeley, now task group commander in charge of all PT operations involving D-Day, could concentrate on his most critical mission — clearing the way for the Allied naval assault at Normandy.

The role of the PTs was to escort 110 minesweepers assigned to clear assault areas. From the morning of June 5 through the morning of June 6, PTs stayed with the sweepers as they cleared sea lanes and fire support areas within a half mile of the French coast. Behind them, and depending on them, was the greatest invasion armada ever assembled. Solid lines of warships and landing craft, moving eight columns abreast and over 30 miles long, were following in the PTs' wake.

The sweepers and PTs were ordered "to proceed with the utmost determination regardless of the losses." In short, no PT boat or minesweeper was to stop to pick up survivors should the other be hit.

The mine-clearing in the assault lanes began at midnight on June 6 and continued through 5:15 a.m. when the pre-





# Navy PT boats

invasion bombardment would begin. Often under the gaze of German shore batteries, the sweepers and PTs did the best they could in clearing the boat lanes and bombardment areas of deadly mines. It was a nerve-wracking experience for both the sweepers and their PT escorts. Throughout that long night, the stuttering cough of machine guns and explosions punctuated the darkness as PT boat gunners helped dispatch lethal mines that crossed their path.

When the assault began, some PTs remained on station, rescuing survivors from ships and landing craft sunk by enemy gunfire or unswept mines. Others returned to England to refuel and rearm. Once topped off with gas and ammo, they turned back to Normandy to relieve their sister boats.

In the American sector at Utah Beach, the PTs, along with destroyers and gunboats, set up a defensive perimeter against E-boats that tried to attack operations on the beach. Designated the "Mason Line," this anchored barricade of PTs extended at right angles to the beach for five and a quarter miles.

Within the line was a group of three PTs designated as attackers, or "the hit squad," that would engage German craft attempting a breakthrough. Three times, E-boats tried to crack the line and three times they were chased off or blasted out of the water.

In addition to holding German seaborne raiders at bay, the PTs also took on the task of shooting out "pathfinder" flares dropped by German aircraft. At night, the Luftwaffe would send a "pathfinder" plane over the assault area and drop float flares as a point of aim for the bombers that followed. The PTs had to chase these flares down and sink them by machine gun fire before the bombs fell.

Top brass inspected the beaches regu-

larly. The swift PT boats transported such military dignitaries as Generals Dwight Eisenhower, Omar Bradley, Courtney Hodges, Henry "Hap" Arnold and George Patton to the assault areas. During the actual invasion, PTs were assigned to each flagship to shuttle important dispatches or personnel.

After nearly three weeks of busy support off the Normandy beaches, the PTs were ordered to Cherbourg on June 25 to act as decoys in drawing fire from German shore batteries there. When the Germans opened up on the gutsy PTs, it would give away the battery locations and Allied cruisers and battleships standing by could knock out the German positions.

The PTs started about 10,000 yards out from a place called the Mole where three old French forts were located. The boats ran at right angles to the gunfire expected, parallel to the Mole. The German gunners didn't cut loose until the PTs were within 500 yards of the forts.

During one of the first salvos fired from the German 88mm guns, the shock of a near miss knocked out the engines on one of the PTs and it went dead in

the water. As succeeding salvos rained about the beleaguered boat, the engine-man and others worked feverishly to get the engines going again. At the last possible moment, they succeeded, making good their escape.

After neutralizing the Nazi gun batteries, the Allies were able to close in on Cherbourg by both land and sea. Cherbourg fell to the Allies on June 26, 1944.

In other operations in the Cherbourg sector, PT boats screened minesweepers during entry into Cherbourg Harbor. The harbor itself was cluttered with the wreckage of scuttled ships, and the docks were completely destroyed. Coupling this with mines, the enemy created a nightmare for the sweepers and their escort.

While leading the sweepers into the harbor, one of the PTs ran across a floating mine and fired on it with its 37mm, detonating the mine in an impressive pyrotechnic display that rocked the harbor. Yet, despite such alertness on the part of the PTs, two of the sweepers struck mines that claimed the lives of all onboard.

Following action at Cherbourg, Bulkeley's PTs continued to patrol the



**A PT (far right) takes Adm. Harold R. Stark, then commander of Naval Forces Europe, to invasion beachhead; (right) PTs use captured Cherbourg as a temporary base.**



Mason Line until the end of July, when they were withdrawn from Normandy and given the assignment of disrupting enemy shipping between the Channel Islands and the German garrisons still holding out at St. Malo and Ile de Cezembre.

In carrying out this mission, the PTs reinforced their reputation by engaging and harassing German ships with what was by now trademark ferocity. Torpedo trails and machine gun fire provided constant reminders to the enemy that PTs were on the prowl. Desperate encounters at close quarters were routine occurrences until August 18 when St. Malo fell and German sea-going traffic between the Channel Islands ceased.

Meanwhile, other PT boats assisted

the British Navy in the blockade of Le Havre. Combat between the PTs and German destroyers, E-boats and mine-layers took place in this sector night after night throughout August 1944. The PT attacks were so effective that the Germans were thwarted in their attempts to reinforce Le Havre. It fell to the Allies that September.

After Le Havre, PT boats continued to carry out their varied missions until the French coasts were solidly under Allied control. Some of the PT squadrons were sent back to the states for overhaul and assignment to the Pacific Theater. However, other squadrons remained at Cherbourg during the winter and spring of 1945, rescuing stricken sailors from torpedoed ships and main-

taining patrols to prevent enemy landings on the Cotentin Peninsula.

Throughout the entire Normandy campaign and related actions, Bulkeley and his PT crews set standards of courage and zeal that became the hallmark of the Navy's daring boat service in the European Theater of Operations. □

— Story by JO2 Mike McKinley

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# NJROTC

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## Personal excellence, right from the start

One of the major goals of the Navy's Personal Excellence program is to play a vital role in cultivating the youth of America — ensuring that the widest possible selection of the young American men and women are attracted to the excellence of the Navy way of life. According to Chief of Naval Operations Adm. Carlisle A.H. Trost, nothing less than the national security depends on it.

Hundreds of retired Navy, Marine Corps and Coast Guard officers and enlisted people, who serve as Naval Junior Reserve Officer Training Candidate (NJROTC) instructors, work hand in hand with the Navy toward attainment of this goal.

NJROTC is available to students in grades 9 through 12 at hundreds of secondary schools around the nation. The program's classroom curriculum emphasizes citizenship, leadership, basic naval orientation, history, sea power, seamanship, navigation, oceanography and meteorology.

Classroom academics are augmented throughout the year by rifle and drill teams, various school activities, orientation cruises, flights, visits to naval shore activities, and military training. Uniforms, textbooks, training aids, travel, a portion of instructors' salaries, and miscellaneous expenses are provided for by the Navy.

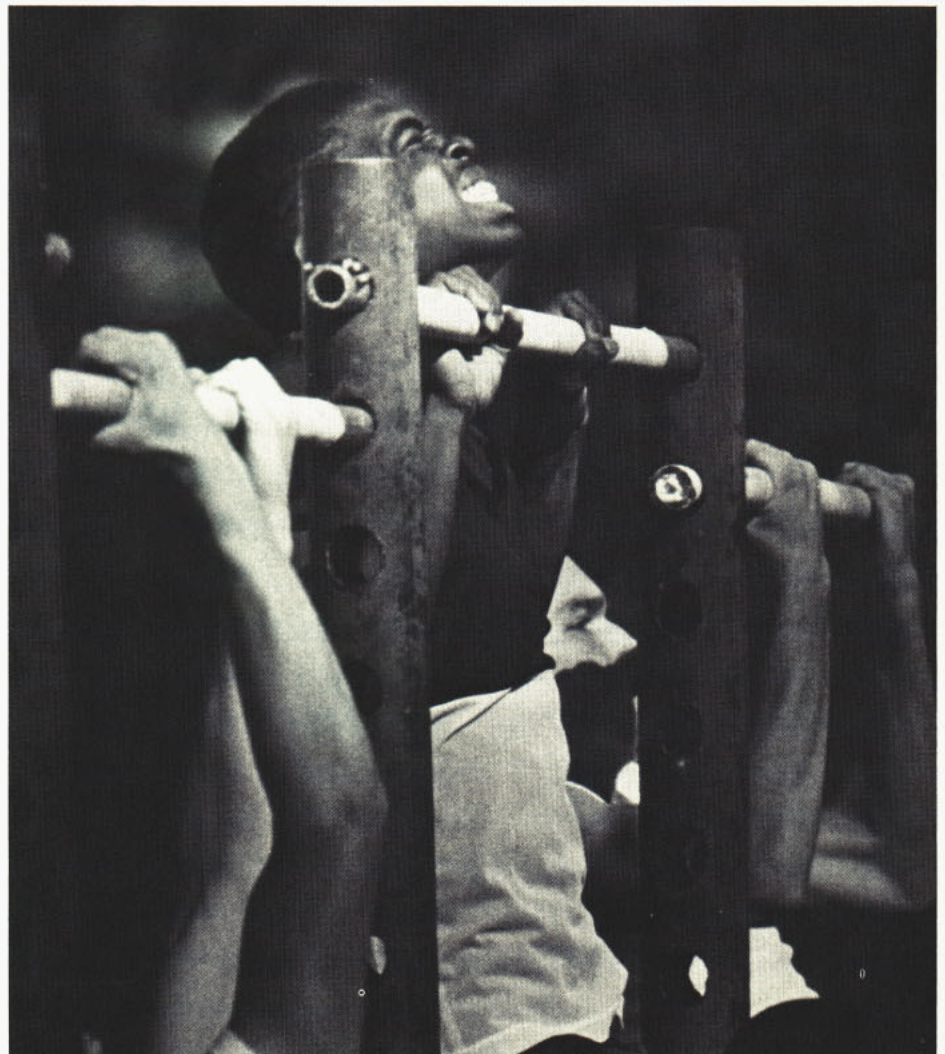
It is easy for the Navy to support a program like NJROTC because, as Trost said recently, it is a microcosm of all the

Navy's pride and professionalism objectives.

"What you are doing," Trost told attendees at the 1987 National NJROTC Conference, "is expressing Juvenal's

1,800-year-old idea of *mens sana in corpore sano* — a sound mind in a healthy body."

Trost pointed out that, in most cases, typical teen-age behavioral problems are



**NJROTC student Walter Brown reaches his 20th pull up.**



reduced and academic achievement strengthened when students participate in NJROTC.

"NJROTC units offer an exciting alternative, a counterproposal of great force — that commitment can be fun, that one's respect for one's self should never exclude a concern for others, and that nothing is so gratifying as contributing to a larger success," he said.

The NJROTC program, which is over-

seen by the Chief of Naval Education and Training, is in place at 241 high schools in 39 states, the District of Columbia and Guam. There are more than 30,000 high school students taking part in NJROTC programs nationwide.

"About half the NJROTC students across the country eventually join the military," said Capt. Charles Futch, NJROTC area manager for Hampton Roads, Va., where about 2,000 students

participate in the program.

But Futch said NJROTC is an "elective" program, not a recruiting program. "The elective gives the students a chance, at an early age, to see if they're interested in the military and possibly receive an ROTC scholarship or Naval Academy appointment."

For more information on NJROTC, students or their parents should contact their high school guidance counselors. □

# Nation's top NJROTC student

Story and photos by Dave Fraker

Maria Cerda, 17, always seemed destined to do great things.

The second child born to Geronimo and Oralia Cerda started walking at seven months, started reading at five years, and started competing to be number one in first grade.

Today the Sanger High School Junior is number one in her class of 455 students, with a perfect 4.0 grade point average, is the student body vice-president, and was just honored as the number one Navy Junior Reserve Officer Training Corps student in the nation.

The Gilliam Award is given each year to one NJROTC student who has achieved the highest standard in academic achievement in the nation. There are 241 active NJROTC units in the nation. Sanger's has more than 200 NJROTC students.

Joe Gilliam was an education specialist and served as director of the NJROTC program before he died of cancer in 1983. Maria is the third recipient of the award named in his honor.

"Mother always encouraged us," she said. "She would read to us when we were young and always told me I could do anything, if I put my mind to it.

"My parents wanted us to have the opportunities they never had. My dad worked in the fields for many years. Now he works in a fruit-packing house and my mother is a housewife."



Gilliam award winner, Maria Cerda, and her mother play with the youngest of her four brothers in their Sanger, Calif. home, near Fresno.



Maria has four brothers. Her oldest is an aeronautical engineering student at the University of California at Davis. Two others attend Sanger schools and her youngest brother, Jose, 4, is getting ready to start kindergarten.

"My parents, especially my father, are very protective of me — he does not allow me to date," Maria said during a recent interview conducted in the NJROTC classrooms at the high school.

"When I told him I might want to go to Harvard, he said, 'Can't you find a college in Fresno?' But, I think, little by little, they will let me go."

Maria is a person who likes to get involved in many different things. She is interested in medicine, politics, engineering, and wants to help people.

Not only are her school hours filled to capacity, but after school she tutors a seventh grader and a first grader.

Her mother thinks Maria would make a good senator. Retired Navy captain John Nicholson, director of Sangers' NJROTC unit, says Maria is a "superb leader," and suggests that her credentials make her a strong candidate for an appointment to a military academy.

What does Maria say? "Right now I am not sure what school I want to go to or what I want to study. I do know I don't want to get stuck behind a desk. After college, I see myself *doing* something, then going back to college.

"This summer I hope to visit the Air Force Academy and I would like to visit Harvard."

Maria says competing is what motivates her. She was a finalist in the Miss Californian American Coed Pageant in May and was selected as one of six finalists (out of 200 competitors) for a Student Seat on the California State Board of Education, where she will represent all California students. She is also president of the Chicano and Latino Youth Leadership Conference.

So how does she have time for school? "I really have to budget and use my time wisely," she said. "School does not come easy for me, I have to work for every grade I get."

Besides her mother, Maria says Pauline Tolentino, a close family friend, is an important influence. "We spend a lot of time together and she puts the world into perspective for me. She gives



me the point of view of an older person and is always there when I need a friend."

Pauline is a research adjustment specialist for the Bank of Fresno and said, "I am always truthful with Maria. She may not understand why her family is so strict with her, but she will thank them for it later on.

"She is very energetic and sets high goals for herself, but I tell her not to get heartbroken over not winning some honor, because there are other straight-A students in the world."

Maria is not sure if the military is for her, but likes the NJROTC current events class. "With my busy schedule, I don't have time to stay current on United States and world events, but I can through the world events class.

"I also realize winning the Gilliam Award could open many doors for me."

Maria Cerda has one more year of high school left and she has no intention of slowing down. "I want to continue to experience things and broaden my horizons. I think God has an ultimate plan for me and I have plenty of time to discover it." □

*Fraker is editor of The Golden Eagle, at NAS Lemoore, Calif.*

**Encouraged by her parents to excel, Cerda tops a class of 455 with a 4.0 grade point average and tutors others.**





# Upgrading security

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## The Navy is taking steps to strengthen its ability to protect its people, installations and equipment from terrorism.

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As many as 21,000 Navy people from a variety of ratings soon will find themselves in the security business, as part of a worldwide effort to improve the Navy's ability to thwart terrorism.

A January directive from the secretary of the Navy's office ordered a restructuring of the Navy Security Force (NSF) "to strengthen its ability to defeat terrorist attacks against service members, dependents and resources."

The directive identified anti-terrorist measures as an essential element of every command's mission, and called for:

- Training and deploying law enforcement and guard forces for greater anti-terrorism effect;
- Training and deploying large numbers of Navy personnel as Auxiliary Security Forces (ASF) to augment permanent security forces;
- Reintroducing weapons proficiency as an essential skill of naval personnel;
- Assigning Marines to security forces to provide pertinent training in development of combat arms skills and weapons discipline to security force personnel; and
- Integrating security forces at major Navy installations to ensure continuity of purpose in providing maximum effective anti-terrorist defense of installations and associated area of responsibility.

The initial reorganization of the Navy Security Force has already begun. The first sailors to begin security duties under the reorganization have completed their training, and by this summer Marine cadres will begin training members of the

Navy Security Force and Auxiliary Security Force in anti-terrorism weapons and tactics.

Under the reorganization, the NSF will consist of about 1,700 members of the master-at-arms rating, 6,000 naval personnel from traditionally sea-going ratings and 5,000 civilian security guards assigned to the security force on a full-time basis.

Assigning members of sea-going ratings to the NSF not only upgrades security, but also provides additional shore duty opportunities for members of those ratings.

As many as 15,000 other Navy people may be assigned to the Navy Security Force as members of the Auxiliary Security Force (ASF) on a collateral duty basis. Installation hosts and non-deploying tenant activities will provide most of these part-time security force members, who will not come from any particular rating. The ASF is to be sized to reinforce permanent security forces and permit full manning of posts and patrols during heightened security conditions. Their mission will be to perform security duties with regular security personnel. For instance, they may be assigned to accompany regular security personnel in a patrol car. In some cases, they will be required to carry weapons. The number of times per month they will be required to stand watch will be up to the discretion of the installation's commanding officer.

Members of the auxiliary security

force will be trained by Marines stationed at approximately 80 installations. Auxiliary Security Forces at bases without Marine cadres will be trained by Marine mobile training teams.

Navy personnel, other than rated masters-at-arms — assigned to the Navy Security Force on a full-time basis, will go to a four-week course at the Navy Security Guard School at Lakehurst, N.J., prior to being assigned to a duty station. The course provides firearms training, including .45 and .38 qualification and familiarization training with the 12-gauge shotgun.

In fiscal year 1990, formal Navy security training will be centralized at a new security school co-located with U.S. Air Force Security Police Academy, Lackland AFB, where Marine military police are now trained.

Eventually, the master-at-arms rating will have three separate specialties: law enforcement specialist, physical security specialist, and military investigator. A Navy security guard NEC has already been established for graduates of the Navy Security Guard School at Lakehurst.

The proposed Naval Security Training Center at Lackland AFB, San Antonio, Texas, is expected to commence operations in January 1990. It will assume all Navy security training for active duty personnel, including the master-at-arms conversion course. Auxiliary security personnel will continue to be trained locally by Marines. □



# Blimps

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**They floated serenely above the sea, but U.S. Navy airships could deal death and destruction to the enemy below.**

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**T**he U-boat suddenly shook with the concussion of the unexpected explosion. Loose deck plates lifted and clanged beneath the feet of stunned crewmen. Sailors were wrenched off balance and thrown against bulkheads, pipes and each other. Lights flickered, loose gear and crockery smashed to the deck, lamps rattled and flecks of paint dropped from the overhead. Instinctively, men reached out to grasp anything to brace themselves.

A second blast rocked the submerged raider, knocking out the lights and momentarily immersing the crew in tomb-like darkness. The sporadic glimmer of auxiliary lighting coming on line cast an eerie strobe-like illumination on faces that were masks of fear. With rapid commands, the captain ordered evasive maneuvers to escape the deadly depth charges that rained down upon his craft. He had to dive deeper, and do it quickly.

The U-boat angled downward, seeking refuge in the deep. Before being driven from periscope depth, the captain had seen nothing on the surface or in the air that could threaten him. But he had a pretty good idea and cursed under his breath.

A thunderous detonation caused the boat to tremble and heel to one side. Sea valves were backed off their seats and oil spurted through weakened valves and gaskets. Clouds of steam escaped from loosened pipes. Another blast shook the boat and the three-inch skin of the pressurized hull buckled. Water trickled through strained bulkhead seams as splinters of glass from broken gauges crunched beneath men's feet.

The next blast sounded like a massive hammer hitting the side of the boat, causing it to buck and roll. Damage control reported flooding in the bilges and severe leakage in the aft torpedo room. Reports from other compartments were not any better. There was a

**Sailors prepare a blimp for night patrol in Albert Murray's "Down for her second wind."**









# Blimps

lull following the last explosion and the captain, frustrated at having to take such punishment without being able to fight back, hoped that whoever had been harassing him from above had run out of charges. But even if that were so, the attacker could have summoned help. The German commander had no choice but to get his damaged U-boat out of the area as quickly as possible or risk being sunk. Grudgingly, he had to admit that Allied merchant ships would not feel the sting of his torpedoes this day and they had their unseen defender from above to thank for it.

\* \* \*

Floating peacefully among the clouds overhead, the authors of the chaos and terror raging deep in the sea calmly studied the ocean's surface. As they drifted lazily across the sky, they watched patiently for some sign of the U-boat's fate.

The crew on the U.S. Navy blimp cheered when they saw the black mass of oil slowly oozing to the surface, spreading itself like an inky blanket calming the water boiling and swirling from the explosion.

The crew had spotted the thin white wake of the U-boat's periscope while on a routine coastal patrol off the Eastern seaboard. With a grace that belied its 250-foot, helium-filled bulk, the pilot-captain maneuvered the blimp behind a low-lying cloud as the rest of the crew manned their battle stations. For the time being, it was best to stay out of sight until the periscope was dropped. This was no time for a premature attack. They could be spotted by the scope in a heartbeat. No surprise, no U-boat.

As the blimp hovered behind the cloud, the captain made a quick perusal of the control car to make sure everything and everyone was ready. All hands, wearing yellow inflatable life jackets, were at their proper stations, their headsets in place so they could hear the captain and each other. The depth charge racks were ready and the bombardier was standing by. Two machine gunners were



ready to lay down a stream of lead should the U-boat surface. Parachutes, harnesses, signaling devices and the inflatable life raft were handy, in their proper places.

Satisfied that all was ready, the captain once again turned his attention to the ocean surface, adding another pair of eyes to the others still watching the wake below. The blimp's crew waited tensely for the thin wake to disappear.

Suddenly, the periscope dipped beneath the sea and the blimp captain, assisted by his co-pilot, turned the airship to starboard. Coming out from behind the cloud, the blimp quickly maneuvered directly over the long, shark-like shadow slowly moving just beneath the ocean surface.

Quickly estimating the U-boat's speed and depth, the captain told the co-pilot to drop the blimp lower. As the blimp made its descent, the bomb bay doors were opened and the bombardier's index finger rested lightly on the release button of the depth charge rack. Each depth charge was set to explode at a different depth.

The motors slowed, the two props aft of the car barely turning. The blimp ended its descent just out of concussion range, right above the U-boat. The captain nodded to the bombardier. One depth charge dropped from the blimp's belly. As the first depth charge splashed into the water, the captain nodded again.

This time, two cans fell through the bomb bay's gaping maw in quick succession. Two more splashes . . . one more nod . . . two more cans.

When the last two charges hit the water, the captain swung the blimp to starboard and the co-pilot pulled back on the controls, to be sure to get the blimp up and away from the concussions of the blasts that would soon follow.

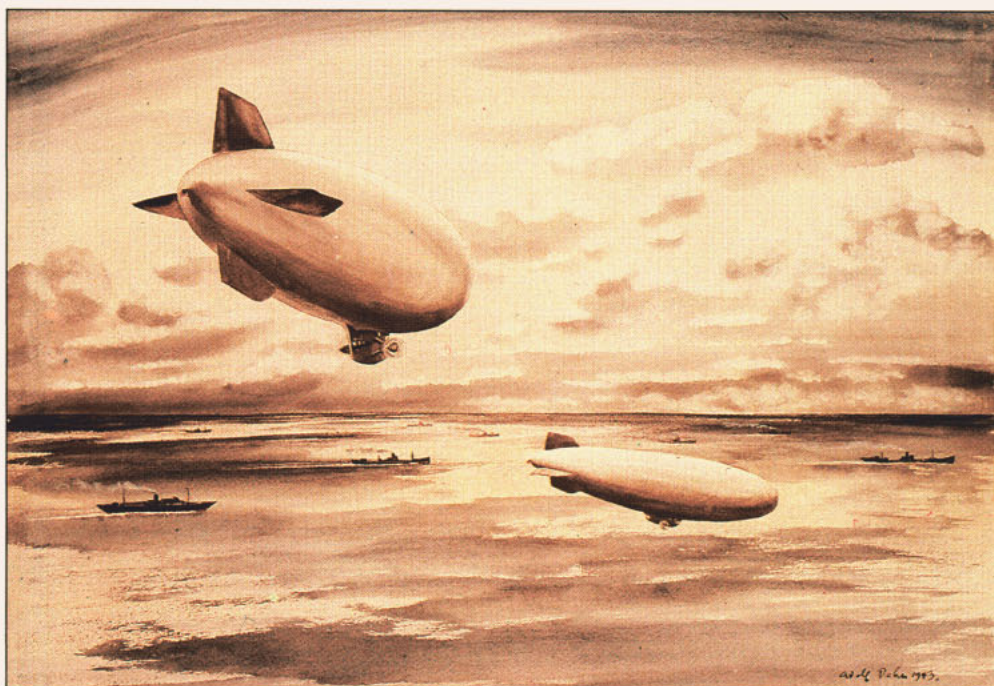
There was a roar and the cab of the escaping blimp was drenched by a geyser of water erupting from the sea below.

Giving the blimp more throttle, the captain got his ship up out of harm's way as the remaining charges erupted. As the spray from the final detonation settled back to the sea surface, the airship made a slow circle over the troubled waters below. Mixed in the churning swirl of white froth, the crew saw the dark stain of oil slowly rising to the surface. Although not knowing whether the sub was sunk or just damaged, the crew still took satisfaction in knowing that they had turned the tables on one of Hitler's stealthy U-boats, making the hidden hunter itself a victim of an unseen attacker.

\* \* \*

It may be difficult for some to conceive of desperate combat between a blimp and German U-boat. How a huge, slow and seemingly awkward bag of gas could pose even a remote threat to a





Far left: A blimp crewman mans the .50 caliber machine gun in the forward gun blister. Artwork by Murray, "General quarters." Above: A ground crew guides a returning blimp back to earth in Murray's "Taking her away." Below: Two blimps ride herd on a convoy in Adolph Dehn's "The convoy brood."



# Blimps

sleek, swift submarine may strain the imagination. But in World War II, during the Battle of the Atlantic, U.S. Navy blimps were considered a very dangerous foe by Hitler's U-boat commanders. With blimps in the air, attacks on Allied convoys became risky undertakings for the wolf packs. According to a New Jersey Congressman at that time, W. H. Sutphin (whose constituents were particularly sensitive to enemy subs off the eastern seaboard), Navy airships had proven themselves to be one of the most effective weapons the Allies had in battling the U-boat menace; Sutphin credited U. S. blimps with sinking several Nazi subs.

When the United States entered the war, the Navy had only six blimps in operation. All six were at NAS Lakehurst, N.J. By war's end, there were 168 in the air, patrolling the sea lanes and protecting convoys on every coast from Canada to Mexico, Maine to Brazil and across the Atlantic to the shores of North Africa. The number of pilots had grown from 100 to over 1,500 and aircrews had jumped from just a few hundred to over 3,000.

Although blimp units eventually operated above the coastal waters of the Atlantic and Pacific, it was in the Battle of the Atlantic, from 1941-1945, the longest single campaign of World War II, that Navy blimps saw the most action.

The Atlantic was the lifeline between the U.S. and its Allies in England and Western Europe. In attempting to sever this vital supply link, Hitler sent out his deadly U-boats to sink Allied merchant ships. Hunting in packs or individually, the U-boats wreaked havoc on Allied shipping lanes. The U-boat menace was such that in the early days of the war merchant ships were torpedoed in U.S. coastal waters just as they left port, still within sight of shore. There was actually a brief period in 1942 when New York harbor and ports in the Chesapeake Bay were closed by German mines and submarines.

The campaign against the U-boat was a long, desperate struggle. The eventual



Allied victory, though shared by many, was achieved in large part by the contributions of Navy blimps and their daring crews.

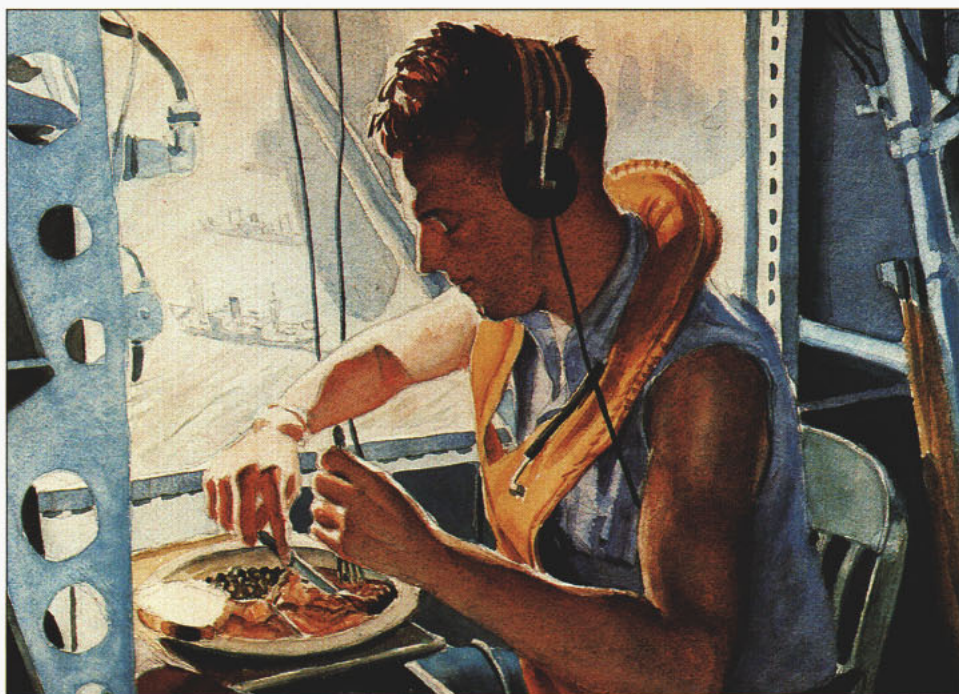
Blimps were used primarily for coastal convoy cover and anti-submarine patrol. They were also called upon to perform search and rescue missions and to help locate and mark minefields in coastal waters. Blimps possessed special capabilities that made them extremely effective in carrying out these crucial tasks.

In protecting shipping against U-boat attacks, blimps would meet an incoming convoy on the last leg of its crossing or go out with it for a certain distance when

the convoy left port. Blimps had the advantage of being faster than destroyer escorts and could fly back and forth over a convoy at various speeds, up to a mile a minute. This provided the convoy with a wider range of protection and made it easier for the blimps to respond quickly should a U-boat show itself.

Blimps could also be throttled down to a speed slow enough that crews had a better chance of spotting U-boats that might be missed by faster-flying, fixed-wing patrol planes. Since the cab on the blimp had windows all around, the crew had unimpeded vision of the waters below.





Far left: Maintenance crews scramble over a blimp's gigantic tail section in Murray's "Tail repairs." Above: Blimp crewman rescues downed airman from a South American jungle in Murray's "Blimp to the rescue." Left: A crewman samples chow prepared on the blimp's hot plate in Murray's "Chow down — blimp style."



# Blimps

If a U-boat was spotted, the blimp could hover over the target at any altitude in preparing for the attack. Being able to hover also provided a stable platform from which depth charges could be dropped with reasonable accuracy.

Because of fears for blimps' vulnerability to submarine deck gun fire, airship commanders tried to avoid engaging surfaced U-boats and made it a rule to attack only when the sub submerged. However, this did not mean that the blimp couldn't defend itself from a surfaced U-boat if the need arose.

Due to its enormous size, a blimp was capable of carrying larger, more sophisticated radar, spotting devices and communication gear than other aircraft. In the event of low visibility or night ops, this equipment still allowed the blimp to locate a U-boat and call in destroyers to put it out of commission.

Blimps, unlike other aircraft, were usually immune to being grounded during inclement weather. They could remain airborne under most weather conditions, including fog. This was an asset much appreciated by convoy sailors, who, in bad weather, would be left without air protection.

Logistically, blimps were a supply officer's dream. These airships were kept aloft by helium, a gas that was cheap, non-flammable and one in which the U.S. had a monopoly during the war. Also, blimp engines consumed half as much gasoline as airplane engines.

Although there were several blimp types, the one most commonly flown was the K-type, used primarily for antisubmarine warfare. This type of blimp was 250 feet long and 76 feet high and could travel at a maximum speed of 75 mph. Filled with 416,000 cubic feet of helium contained in a tough cotton fabric bag treated with synthetic rubber, this non-rigid airship had a range of 2,000 miles.

The car or cabin attached to the belly of the ship was the nerve center for operations and living space for the eight to 10 crewmembers. The crew was made up of a pilot, co-pilot, navigator, riggers, machinists and radiomen. Add to that six



caged homing pigeons used to carry messages to base when radio silence was in effect.

The control car itself was crowded but not exceedingly uncomfortable. Most of the space was taken up with communications and radar gear, sand bags for ballast, depth charges, machine guns, ammunition, smoke bombs, signalling devices, parachutes and uninflated life rafts. Everything not in use was conveniently located and neatly stowed.

Although space was at a premium, there were certain amenities for the crew, who were required to spend long hours on patrol. The car contained two bunks that could be pulled down from the bulkhead, a small galley, wash basin and toilet. Each man in the crew took his turn at the cooking and household chores while airborne.

While on patrol, the pilot and co-pilot sat forward in the glassed-in nose of the cabin. The pilot normally controlled the rudder while in flight, and the co-pilot handled the elevators which controlled the up and down motion of the blimp. Behind them at various locations in the car were the rest of the crew, each man at his station. Yet, no matter what a sailor's specialty on board, all of them had one primary duty — watch the surface for U-boats.

Until the development of the snorkel in 1943, U-boats had to run on the surface in order to recharge their batteries. This made them vulnerable to being seen by blimps or other aircraft. If a blimp came into view, the U-boat would be forced to submerge and the captain could only hope the blimp hadn't spotted him. Just seeing a blimp in the area gave many





Far left: In Murray's "Silent voice," a crewman uses a blinker light to send messages during radio silence. Above: Mechanics prepare a scaffold to reach a blimp's engines in Murray's "The mechanics take over." Left: In Dehn's "Lighter than air fleet," blimps head out for coastal patrol.



# Blimps

a U-boat commander the jitters, and he would be forced to stay beneath the surface, using up valuable air. In many instances, U-boats kept their distance from a prime convoy because of prowling blimps.

Adm. Karl Doenitz, Hitler's senior U-boat flag officer, considered blimp operations against his submarines to be the most successful Allied defense, especially on the eastern seaboard. In his briefings

for his Fuhrer, he mentioned blimps as posing very significant dangers for his sub commanders.

In efforts to defend themselves against the ever-present blimps, U-boats began arming themselves with anti-aircraft guns. Now if caught on the surface, subs could make a fight of it. But this didn't scare the blimp crews, although it did make things a bit tougher for them.

When not on convoy duty or hunting

down U-boats, blimps were tasked to carry out search and rescue missions to pick up downed Allied fliers or shipwrecked sailors. One blimp was even called upon to rescue survivors from a sinking U-boat.

In search and rescue operations, blimps accomplished great things because of their low-speed and hovering capabilities. They were quite adept at locating and saving survivors on land and sea.

Many of the rescues were carried out deep in South American jungles where a man's chances of survival were nil if he wasn't found quickly. In one such rescue, Navy Lt. R.A. Powers, who had a reputation for plucking many a grateful airman from the jungle, teamed his blimp and crew with another airship to rescue the crews of two Army bombers that made crash landings in the jungle. Hovering over the crash site, Powers determined that there was no way he could land because of the thick growth below.

But this didn't stop the rescue. A boatswain's mate, J.F. Desmond, volunteered to slide down a rope from the blimp's belly to organize the survivors into a crew of lumberjacks and chop out a clearing for the blimp to land. Although the blimp was unable to get all the way to the ground, enough trees were cut to allow it to hover low enough to lower a ladder for the survivors to climb aboard. They found the ride back to safety well worth the extra sweat and blisters.

Yet despite the blimp's excellent record, there were some naval officers who didn't particularly care to have them around. According to some, a U-boat could spot a blimp from a considerable distance. And putting two and two together, the U-boat commander knew there was probably a convoy not far behind, even before he saw the smoke from the ships' stacks.

**U.S. Navy blimp, K-4, leaves hangar at Lakehurst, N. J., to begin patrol in Vernon Howe Bailey's "K-4 leaving hangar." All reproductions of paintings and drawings courtesy of the Navy Art Collection.**





Still, there were many merchant seamen who had a lot of faith in the blimp. As an example, in 1943, there was a near mutiny by the crews in one convoy, which was to sail from Trinidad to the Guianas, when it was discovered that the convoy would be without a destroyer escort. But when two blimps arrived on the scene, the crews, now feeling more secure, resumed preparations for getting underway and the convoy sailed on schedule.

By 1943, the Allies were winning the Battle of the Atlantic. The U-boat stranglehold was broken, thanks to blimps and other surface and aircraft patrols. U-boat depredations along the Atlantic coast from Halifax to Rio were

checked and the U-boats were driven out to the mid-Atlantic, where they had to face the wrath of carrier-based aircraft and destroyers. And though the battle would continue until the end of the war, the Atlantic supply line to the Allied forces in Europe would be kept open.

In all, nearly 50,000 ships — carrying troops, equipment and supplies — safely made the trans-Atlantic crossing. By the end of the war in Europe, blimps had made 35,600 flights, logging 380,000 flight hours.

They were so effective in battling the U-boat menace that by 1945 the blimps had helped reduce the number of Allied ships lost to submarines along the Atlantic coast to only three, with similar results

being recorded by airship units operating on the coastlines of the Pacific, Caribbean, and Mediterranean. In fact, in the Med, not a single enemy submarine passed through the Strait of Gibraltar after Navy blimps started their patrols there in 1944.

Navy blimps played a most vital role in breaking the back of the Nazi submarine fleet. Their contributions make up a very special chapter in the history of the naval air war in the Atlantic.

They floated in the heavens, but they made life a hell for Hitler's U-boats. □

— Story by JO2 Mike McKinley  
Artwork courtesy of Navy Art Collection.

## Blimps Airships may make a comeback

The U.S. Navy has plans to return airships (formerly referred to as blimps) to active duty. After 25 years in retirement, airships are now favored as a first-line-of-defense, early-warning sentry against the threat of sea-skimming missiles.

The contract for a prototype of the proposed new surveillance airship was recently awarded to Westinghouse-Airship Industries, Inc. It will be lighter, faster, more maneuverable and more technologically advanced than its predecessor of World War II fame. The new non-rigid airship will be equipped with state-of-the-art radar and communications equipment. Thanks to its enormous lift capacity, the airship will carry an internally-mounted radar antenna, which, because of its size, cannot be carried by present U.S. ships or aircraft. This antenna will enable the airship to detect low-flying missiles at extended ranges. This is a great advantage over present shipboard radar that is often line-of-sight configured and has limited range.

Once a missile is detected, the airship will relay a warning to other ships and aircraft. This early detection may increase the warning time from 30 seconds to 3-5 minutes, thus allowing time for the ships to launch defensive missiles.

In addition to anti-missile detection gear, the airship will also carry sophisticated weather equipment that will aid in long-range storm forecasting.

The new helium-filled airship will be able to operate at an altitude of up to 10,000 feet and have a top speed in excess of 85 miles per hour, though the normal cruising speed will be 40 to 70 miles per hour. And, unlike fixed-wing aircraft, the airship will be extremely fuel-efficient, able to stay airborne for days at a time. It will be capable of refueling at sea in a manner similar to helicopter in-flight refueling, allowing it to remain with the battle group for over 30-day periods.

The 410-foot-long, cigar-shaped airship will have engines that can be tilted to any angle. This will greatly improve

low-speed maneuverability and allow for near vertical takeoffs and landings and a hover capability similar to that of a helicopter.

The gondola on the underside of the gas bag will be made of space-age materials and will be provided with air-conditioned living spaces for the 10-12 crewmembers.

Despite its huge size and slow speed, many believe the airship will not be any more vulnerable to attack than the other segments of the fleet with which it operates. It will be protected by the battle group's anti-air warfare missile systems. Once the airship warns the fleet of an incoming attack, the ships will be able to protect themselves and the airship.

Navy planners anticipate having a fleet of airships to protect the Navy's sea-going forces. The airships would be divided into squadrons stationed on the East and West Coasts and will deploy with non-carrier fleets, battle groups, convoys and amphibious task forces. □



# That crazy Australian

## *Saving a life and gaining a friend*

Story by JO2 Christine J. Caldwell

8 JUL 68

*Dear Cdr. Quinn,*

*I received your most welcome letter and was pleased to hear you are up and going. When you speak of thanks for what you say saved your life, forget it. I would expect the same, and I know I would receive it from any one of you who shared our little adventure.*

Six months earlier in Vietnam, two men, an Australian and an American, had met for the first — and last — time, and in a single day, a 19-year friendship began.

"I feel I owe him something. He saved my life. I didn't do anything except cause him to risk his."

The American — retired Capt. Robert E. Quinn, then a lieutenant commander and operations officer of the 32nd Naval Construction Regiment in Vietnam — was on a routine flight from Gia Le, headquarters of the 3rd Marine Division, to several camps of Marine and Army fighting units.

"An Army division had recently reinforced the 3rd Marine Division, and they needed more engineering support," Quinn said. "I was escorting an Army engineer major and his sergeant major to each of these camps to determine what was needed and whether the Seabees or Army engineering units were best able to handle it."

Quinn, the two soldiers, another passenger and six crewmen of an Army helicopter were flying to the first campsite, Camp Evans, when their aircraft was shot down in the southern suburbs of Hue.

"As we approached the city of Hue, we were hit. We were like sitting ducks in a firing range. I was so helpless.

Bullets came through the floor of the helicopter. The major was sitting in front of me. Two bullets went right through him and came out of his neck."

The pilot landed the helicopter in a rice paddy near a South Vietnamese engineering unit's compound.

"Unfortunately, the compound, at that moment, was under attack from the North forces who were in a line of bamboo trees on the other side of the rice paddy," Quinn said. "We landed right between them. This crazy helicopter landed right in the middle of their little war."

Minutes after they landed, a North Vietnamese soldier blew up the helo with a rocket. The two soldiers Quinn was escorting never got out of the helicopter, and everyone else, except the pilot, was wounded. Quinn's left calf was blown off, and he suffered hundreds of shrapnel wounds throughout his body — wherever his flak jacket didn't cover him.

"When the helicopter exploded, all I knew was that my left leg suddenly went numb, and I was lying in the rice paddy with all that green slime oozing around. I couldn't walk or run, so I had to crawl to the South Vietnamese compound."

When all the helo's survivors were safe in the compound, a medical evacuation chopper went in, and the men who could move on their own got on it first. According to Quinn, it was a full load, so the helo left. Quinn and an Army sergeant in the compound, who also could not move under his own power, were left behind.

"A second medevac chopper came in, and Army medics were running to get us when it started raining mortars. A mortar went off between me and a medic. It blew up and blinded the medic. The three

of us were left behind because the minute the mortars started to come, the helicopter had to leave."

During the first day, there were more efforts by medevac choppers, but every time the helos would get close, mortars would just start raining in, Quinn said.

The South Vietnamese compound was surrounded on three sides by six- to eight-story buildings which were occupied by the North Vietnamese.

"It was like being in a playground underneath an apartment building. They could look right in and see everything, and anybody who moved got shot at. Anytime a helicopter tried to come in, they would shoot at it and at the people in the compound. And, the ground troops in the bamboo trees could just lob mortars in," Quinn said.

Unknown to Quinn and the soldiers, the day they left Gia Le was the first day of the Tet Offensive of 1968, a major attack by the North Vietnamese during which they captured the city of Hue.

"After the first couple of hours in that first day, rescue efforts stopped because we got lost in that mass confusion of the Tet Offensive."

For two days, Quinn and the two soldiers tried to reach U.S. forces on the radio, but none of them knew the correct frequencies.

"We were stuck. We didn't know who to get in touch with. We couldn't tell anyone we were there. The South Vietnamese tried to get in touch with our people, but they didn't have much success."

An Australian, Army Warrant Officer Terry Egan, was advising a South Vietnamese fighting unit in Hue and heard the stranded Americans' radio-calls.

"He learned there were some Ameri-



cans stuck in a compound," Quinn said. "He knew we were never going to get out alive without some help."

On the third day after the helicopter was shot down, Egan and his unit fought their way through the city and into the compound.

*"... You know, I did not think we were going to make it," Egan wrote in a letter to Quinn. "The night I arrived, we stood off a very heavy attack. ... It was sure touch and go. ... I had lost 10 of my 34 men in your compound, and they had one task only — defend Quinn*

*and the boys. They did, too, and God bless them."*

Egan and his American Army sergeant knew the right frequencies, and they re-established contact with the Army and the medevac units, letting them know where the stranded Americans were. There were a lot of compounds along the river, and it was difficult for the Army and medevac units to know exactly which compound the Americans were in. But Egan and his sergeant had a plan.

"It was agreed that when the Army helicopter came by, we would throw a (smoke) grenade," Quinn said. When he saw the helicopter, Terry pulled the pin and threw the grenade. It fizzled!

*"... P.S.," Egan wrote, "Remember that one and only smoke grenade? 'Splash.' I could have cried, but it was a laugh, huh?"*

"Terry got back on the radio and told the helicopter crew what had happened. He asked them to make another pass." Quinn shook his head. "He told them that he would run out in the middle of the helo pad — with everyone shooting at him — and wave his field jacket.

"We made our way to the edge of the compound and hid under some trucks to get protection from the guys shooting above. When the helicopter came along, Egan ran out, waving his field jacket, screaming and shouting. The crew saw him and wiggled the helicopter to let him know they had seen him. He then dove back under the truck with the rest of us," Quinn said. "Thank God, he didn't get hit.

"It was agreed that they would bring Huey gunships (helicopters equipped with machine guns and rockets) to shoot into those tall buildings and anything else they could see. While they were doing that, the medevac chopper would come up the river, very close to the ground, bounce over the wall and into the compound. We would get in, and we would go.

"About the time we were getting this



**"TERRY RAN OUT WAVING HIS FIELD JACKET"**



# That crazy Australian

all agreed and arranged, our radio started to quit. This plan had to work or else.

"Basically, that's what happened," Quinn said. "The sergeant who couldn't walk was carried over the shoulder of the blind medic. I was draped over Terry's shoulders.

"The gunships came by and began shooting everything in sight. We saw the medevac helicopter, like a big mosquito frog with a big red cross on the nose, lift over the wall. We were already moving toward it. Bullets were flying all over the place.

"I'm looking over Terry's shoulder as he's dragging me out there. I can remember seeing the runner of the helicopter coming down to eye level. It didn't get much below eye level when Terry threw me off his shoulder into the helicopter. He did the same for the sergeant and the medic, and then he jumped on," Quinn said. "Terry sat on the deck plate with his feet on the runner, shooting everything and anything in the tall buildings."

The medevac helicopter took its passengers to Camp Evans. From there, Egan and Quinn got on another helicopter and were flown to the Navy hospital in Phu Bai.

Shortly after they arrived in Phu Bai, Egan visited Quinn to make sure he was okay. Quinn thanked the Australian for saving his life. As he would in later years, Egan denied that he did anything special — he insisted that he was just doing his job.

*"... Now, about this thanking me bit, you don't owe me a damn thing, sir. Under the same conditions, you would have done the same, and anyway, I couldn't let the Navy have all the fun, could I?"*

"If it hadn't been for Terry and his South Vietnamese unit," Quinn said, "the compound would not have held out, and I would not be here today. I owe my life to Terry Egan. I'll never be able to thank him for what he did."

But while Quinn was still at the Phu Bai hospital, he at least was able to help

Egan's unit, which was still pinned down in the South Vietnamese compound.

"I knew the Marine colonel who was the head of the Marine air group. When he came to visit me, I told him about Terry. The colonel shook his head and said, 'By God, he's that crazy Australian. He's been running around the 3rd division, begging, pleading and threatening. He wants us to fly him back to his unit.'

"If there's anything you can do to help this guy, please do," Quinn told the colonel. "If it wasn't for him, I wouldn't be here."

It was too risky to fly Egan back to his unit, but the colonel agreed to drop ammunition, food and medicine into the compound — supplies that enabled the compound to hold out until the Marines recaptured the area more than a week later. Terry Egan stayed with the front line Marines through that fighting, until he was reunited with his unit.

During their last meeting, Egan thanked Quinn for getting the Marines to help him. "I'm not sure if it's a great help to get a guy back in the middle of a war zone," Quinn said, "but it did help that unit survive."

After he was transferred to the hospital in Yokosuka, Japan, Quinn heard stories about Egan from Marines who were wounded at the front line in Hue. During the two months he was in the hospital, Quinn was able to get Egan's address and begin the 19-year correspondence with the 'crazy Australian.'

"Each time one of us moves, we always write the other one and let him know where we are," Quinn said. "It's more than just taking the trouble to write a letter. We have to write two or three letters before one gets through."

About every other year, Quinn and Egan have lost contact with each other, and they have gone to the American and Australian embassies to pick up that thread again.

"The fact that he even bothers to answer my letters is very, very important to me," Quinn said. "He's gone significantly out of his way a number of times

to track me down. I feel a strong kinship with him.

"I have some very close friends who I can call on for assistance and who I would drop almost anything to help. I have known them for a long time — closely. There is a lot of basis for that feeling.

"I don't have that long-term, close association with Terry, but I have that same feeling. I know I can count on Terry, and if he asked, I would help him."

Quinn often has dreamed of going to Australia to see Egan again. "I really don't know a lot about Terry. I would like to know all about him, to fill in a lot of gaps that are traditionally necessary to develop a close friendship, gaps that somehow we were able to bridge.

"And I just want to see him. To physically hug him and thank him for doing crazy heroic things that made it possible for me to provide for my family."

Judy Quinn also wants to see Terry — to meet him. "I feel indebted to him. If he hadn't fought his way into that compound, Bob wouldn't be alive. This one incident has not only bonded Bob and Terry, but it also bonded our families."

Sometimes Quinn writes the letters, sometimes Judy; and in turn, sometimes Terry writes the letters to the Quinns, and sometime his wife, Carol. "But they are really joint letters," said Quinn.

Quinn is not a man who normally saves letters from friends or relatives. But he has kept several letters from Egan — the ones that tend to talk about the incident. He keeps them in his personal drawer, along with his Navy medals and ribbons.

Occasionally, Judy Quinn has caught her husband rereading those letters. And she'll tell you up front:

"He's alone with a friend." □

*Caldwell, now assigned to Navy Recruiting Command, Washington, D.C., was a member of the Naval Facilities Engineering Command when she wrote this story. Bill Brack, Naval Facilities Engineering Command, did the artwork.*



# Good ideas, good cash

Members of the Navy and Marine Corps who participated in the Department of the Navy's Military Cash Awards Program (MilCAP) in fiscal year 1986 yielded the best results since Congress authorized the cash for ideas program in September 1965.

Suggestions accounted for nearly \$22 million in savings in FY 1986, the largest amount in the 20-year history of MilCAP. Cash awards totaled \$418,726, more than double the amount given in fiscal year 1985.

The overall percentage rate for contributors rose 26 percent, from .27 percent to .34 percent; 2,692 suggestions were submitted, 72 percent more than last year.

**Chief Aircrew Survival Equipmentman John D. Payne**, Helicopter Combat Support Squadron 16, received \$3,950 for saving the Navy \$151,200 for his suggestion to discontinue using two snap on pouches that come with the LPU-21 B/P inflatable life preserver assembly.

**Aviation Electronics Technician 1st Class Allen W. Garrett**, USS *Tripoli* (LPH 10), saved the Navy \$85,350 and



earned \$2,500 when he challenged the price of a semi-conductor device through the BOSS — Buy Our Spares Smart — program.

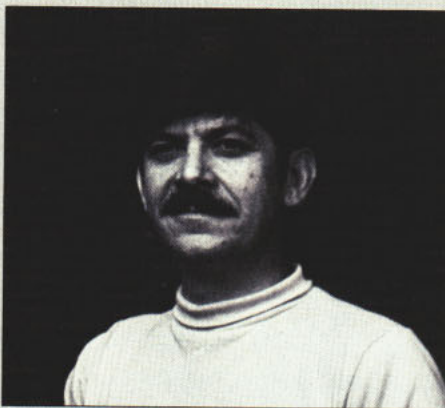
**Lt.Cmdr. Earther L. Hudgen**, now retired, and **Lt. Peter A. Husta**, Fleet and Mine Warfare Training Center, Charleston, S.C., saved the Navy \$69,000 and earned \$2,500 on a joint

award by suggesting that fire fighting instructors at the training center use a self-contained breathing apparatus instead of the standard Navy oxygen breathing apparatus (OBA).

**Aviation Structural Mechanic 2nd Class Richard P. Spurlock**, Aerial Refueling Squadron 208, saved the Navy \$132,721 and earned \$1,294 with his suggestion to reinforce the A-3 aircraft deceleration chute containers in stress areas with more durable nylon webbing, in addition to the existing webbing, to extend the service life of the container.

**Chief Warrant Officer 3 George Pacheco**, Naval Guided Missiles School, Dam Neck, Va., saved the Navy \$20,000 and earned \$1,300 when he challenged the price of a part for Close-In Weapons Systems.

**Chief Warrant Officer 2 James O. Loos**, USS *Forrestal* (CV 59), saved the Navy \$9,120 and earned \$1,000 when he



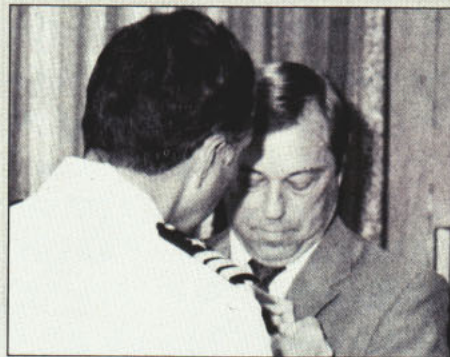
challenged the price of a tailhook touchdown meter.

**Construction Mechanic 1st Class Thomas Rustin**, Naval Mobile Construction Battalion 5, earned \$3,200 for seven ideas that increased safety and efficiency in maintenance and use of ground vehicles.

**Sonar Technician 1st Class Warren T. Lam**, Fleet Anti-Submarine Warfare Training Center Pacific, gave the Navy a \$34,105 first year savings and earned \$1,723 for his recommendation to replace the phone jack on the AN/SQS-56

operator console of FFG 7-class ships to accommodate a much less expensive headphone than the one now in use.

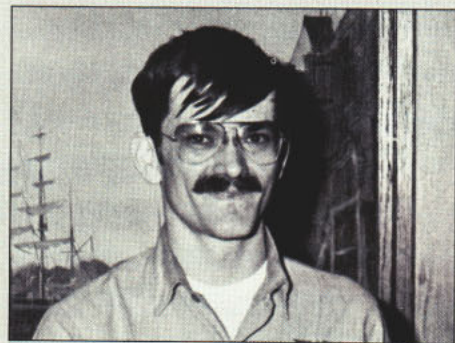
**Senior Chief Tradesman William L. Levaugh**, Training Air Wing 5, Naval Air Station Whiting Field, Fla., now retired, saved the Navy \$481,683 and



earned \$5,608 with his suggestion to streamline the purchasing of flight simulator documentation by eliminating unnecessary items in the contract.

**Boiler Technician 3rd Class Roger Gore**, USS *W.S. Sims* (FF 1059), gave the Navy a \$90,000 first year savings and earned \$3,400 with his suggestion to put a small stop valve in sump pump lines servicing forced draft blowers for taking lube oil samples.

**Aviation Electrician's Mate 1st Class William L. Moores**, USS *Kennedy* (CV 67) saved the Navy \$56,000 and earned \$2,380 for his proposal to manufacture



two cables that would allow shipboard repair of S-3 aircraft inlet turbine temperature indicators and E-2 aircraft servo temperature indicators by using existing equipment. □



# An automotive affair

## *The heartbreaking saga of one girl's love affair with . . . her car.*

The summer of '83. A time for laughter. A time for growing. A time for adventure.

A time for love.

I was stationed at Construction Battalion Center, Port Hueneme. Southern California, the land of palm trees and stars. Everything I had heard and read about the lifestyle, including a jacuzzi, was just outside my condo.

I was in love with the sun, the beach, and everything else about the West Coast. Most of all, I was in love with him.

When I first saw him, his darkly handsome body was outlined in gold by the late afternoon sun. His long, graceful lines melded together to form a picture of strength, power . . . even danger, as if my most exciting dreams had all come true. My new-found love was a beautiful 1979 sports car.

I was so smitten by his charms, that it took a while before I noticed the slickly-dressed stranger who had come alongside. Like a skillful fisherman manipulating a lure, he dangled a silver key in his outstretched hand: "Do you want to try him out?" he asked. I couldn't resist. With a shaky hand, I reached out and took the key. Blinded by love, I was caught.

Typical of many young sailors buying a new car, I couldn't see beyond the surface, the luminous paint and silvery chrome. Car salesmen know this and they carefully set the scene for their seductions. Often located right outside the

main gate, they offer deals to anyone E-1 and up, no down payment or credit needed. As young sailors leave the base, they are lured into automotive romances that are doomed from the start. Unfortunately, these ill-fated affairs can leave long-lasting scars on a young sailor's heart and big holes in her (or his) pocketbook.

Take me, for example. I already had a car. An economic, affordable, dependable (in other words, boring) car. I knew my monthly payments would increase if I took the plunge. But what the heck, I was single, drawing a steady paycheck, responsible only to myself. If I wanted an exotic sports car, why not?

Soon I would learn the why-nots and wherefores, but not on that day. On that summer day, I was still young, carefree and in love.

I found myself in the slick stranger's sales office staring out the window. In fact, I was ogling my love when the stranger offered me the trade-in terms for my ten-month-old car. While the stranger was explaining that financing would be available (at "only" twenty percent), I was admiring how the sun reflected off my darling's chrome hub-cabs. I didn't even pay attention when the stranger calculated the rise in my monthly car payments and insurance rates. I was too busy picturing myself flying down the road with my dream car, the wind in my hair.

I named him "George," a name for kings and strong warriors. In the begin-

ning, our love was strong and beautiful — a thing of wonderment and joy. I will never forget our first ride. The excitement as he first began to purr. How I carefully eased him into first gear. I could feel his power throbbing all around me. His power was at my fingertips — under my control.

The early days of our relationship were everything I had dreamed of: Long moonlit drives, cruising Ventura Highway, and sunny afternoons down the California coastline, past long beaches and gorgeous scenery.

We were free as we raced straight across desert plains and swept through the tortuous twists and turns of high mountains. And it was a lovers' delight to while away lazy Sundays polishing his shining body.

It was true love.

When I was with George, I felt confident — sexy. Wherever we went, I felt I could do anything, be anybody. Together we could conquer the world.

\* \* \*

I should have known it couldn't last. There were warning signs in the beginning: A leaky radiator, a broken water pump. But I ignored them. These were forgivable failures — George was still under warranty.

Then came our first real sign of trouble. I discovered the cost of a tune-up for a sports car was slightly higher than for a "normal" car. "Two hundred and fifty dollars?!" I screamed. "You've got to



be joking." The mechanic wasn't and I paid. Only the best was good enough for my love.

Next, George needed new tires. OK, that's not too bad, I had just seen some advertised on sale.

"Yes, ma'am, right over here, only \$45 a piece for some fine radials," the salesman said.

Piece of cake, I thought. I told him, "Great, I'll take them."

"What size?" he asked.

What size? "Tires come in different sizes?" I questioned.

"Oh yes, ma'am. What kind of car do you drive?"

"That one over there," I said, proudly pointing to George. The salesman's mouth worked its way into a half-smile, a smile that brought to mind the slick stranger who introduced me to George.

"Oh no, ma'am, you can't put those tires on *that* car," he said, looking horrified.

"Why not?" I asked. No sooner were the words out of my mouth, than the salesman launched into a long technical spiel, like a stone rolling down hill, gaining speed as he went.

"Ya see, ma'am, because of the low center of gravity of that particular make and model, coupled with the racing

suspension . . . the front end alignment together with . . ."

For 20 minutes I nodded my head and pretended to understand, and when he was finished I had agreed: George needed special tires. Tires that cost \$110 apiece.

Expensive tires and tune-ups were only minor bumps on an otherwise smooth road. After all, along with love comes responsibility. If a relationship is going to work, you have to be willing to make sacrifices. If keeping George in shape meant giving up a new dress or a pair of shoes, I was willing to pay that price.

Then the unthinkable happened. The signs were almost unnoticeable at first, but I discovered George was not as much fun as he used to be. He gradually began to lose his pep and sparkle. Oh, he still performed well enough, but it seemed to take an extra effort.

Unable to resolve the problem myself, I drove George to a dealership to seek professional help.

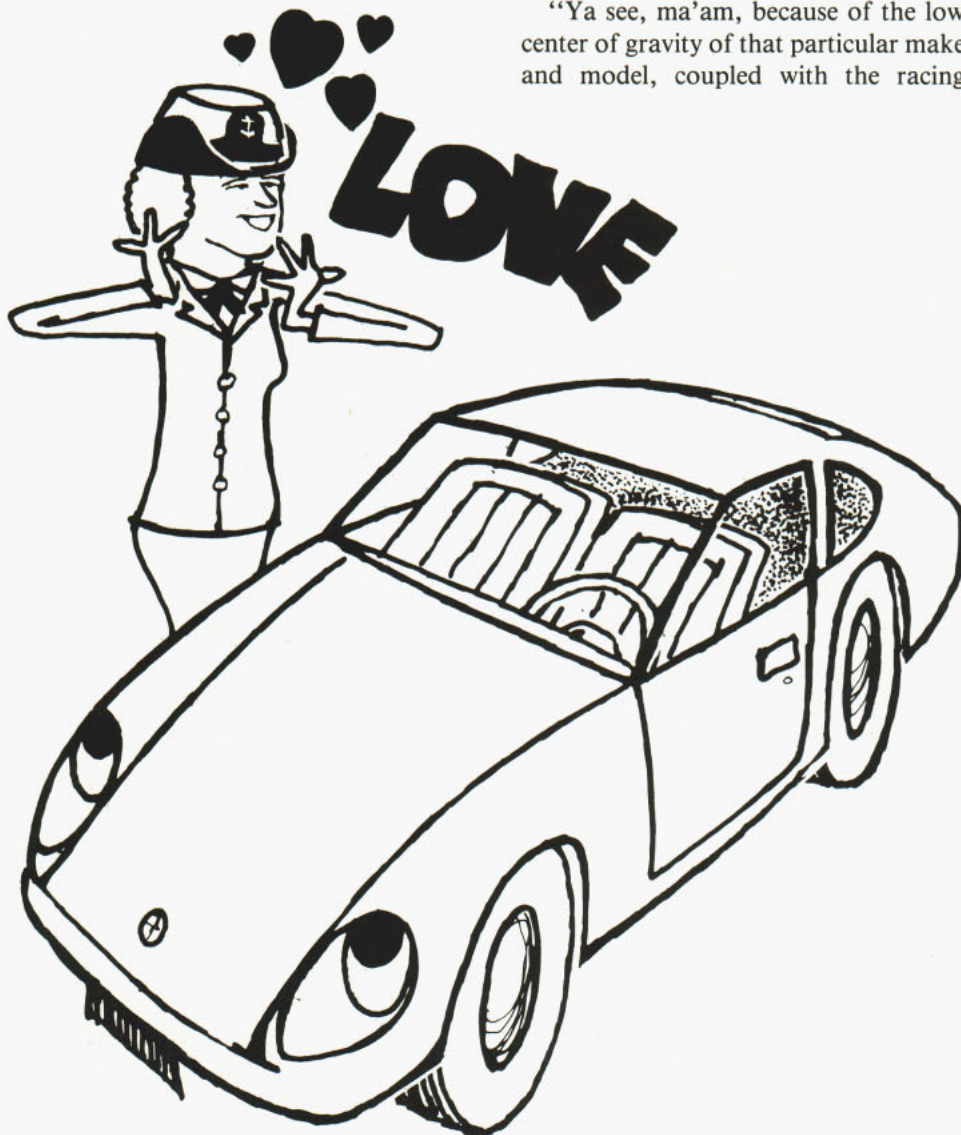
"Hmmmmmm, a-ha," and "I see," said the mechanic, as I explained the problem to him. "Tell me, does your car do this and that, and so and so."

"Why yes," I said. "Is that bad?" cringing inside as I saw the grim look on his face.

"It could be. But let me take a look before I say for sure," said the mechanic as he walked over to George. "Yep, exactly what I was afraid of," he said, looking suspiciously proud of himself. "He needs a new clutch."

I want to break here for a second and share with you a new trend I have discovered in auto mechanics. Gone is the stereotyped, illiterate, tobacco-chewing grease monkey of the past. Today, in his place, is a highly-trained and educated professional. Take, for example, my mechanic. It only took him a few seconds to examine and diagnose George's problem, but he spent 15 minutes demonstrating his abilities as a mathematician. He added up the long columns of figures, took the square root of 12 to the 14th power, multiplying by labor and the cost of parts, finally arriving at \$480.

I was an E-4 at the time and on my





budget, \$480 was a lot of money — it still is. Add that \$400-plus to the other \$600 or so invested in tires and a tune-up and it was clear to see, George and I were heading for some serious problems.

But I was still in love and determined to make things work between us. I had many long talks with George, during which I told him that if our relationship was to continue, he was going to have to hold up his end. I would take care of him this time, but. . . .

It was soon after that I received orders to Syracuse, N.Y. Our trip across the country was like a second honeymoon. Flying down the highway, George's sleek black body glistening in the sun, we breezed through miles of deserts and climbed green mountains. Scenes of Arizona, Nevada, Texas, Tennessee and West Virginia flashed by my windshield and reflected off the top of his shiny hood.

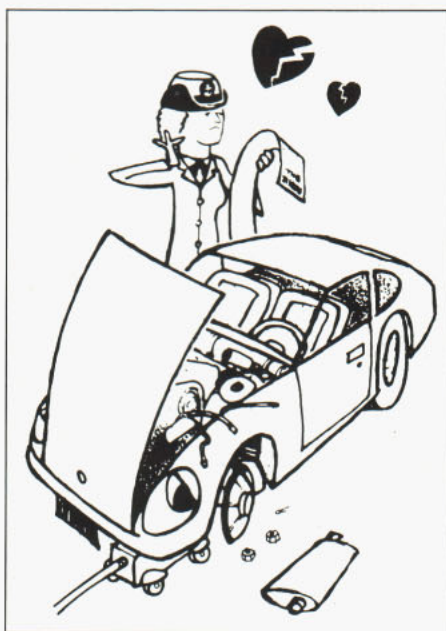
It was perfect.

Well, almost perfect. There was that unscheduled stop in Arizona to fix George's air conditioning, which broke in the middle of the desert (\$120). And in Texas, to re-fix it, (\$45). But by the time the A/C went for the third time, we were in the lush green mountains of West Virginia and who needed it anyway?

We arrived in Syracuse in late August and if I had known then what I know now, I would have dropped George fast. The winter of '85-'86 was a particularly bad one for us. First was the shocking difference in insurance rates between the East and West Coasts. My premiums were raised from \$460 a year to \$1,200.

Next, another tune-up (\$250), then, a new distributor (\$350), a new electronic ignition (\$275), a new battery (\$50) — things were getting out of hand. No longer was it a question of whether or not I could afford a new dress, but whether I could afford to eat.

And worst of all, George was starting to show the strain of living through a New York winter: rust spots on his shiny black coat; the power antenna frozen; the cruise control on the fritz and the window washers that no longer washed. I wanted to repair these small problems



immediately, but with what? After all the expenses of his major ailments, there was no money left for cosmetic problems.

I promised George, and myself, that as soon as winter was over, I would take care of his problems. We were relocating to Washington, D.C., and I was sure the worst was over. Given a few months, I knew we could fix things up, start anew.

But no sooner had we arrived in D.C., than it was time for new brakes. Nothing simple like new pads. Oh no, George needed a complete new brake system, everything. Four hundred and sixty dollars worth of everything, to be exact. To make matters worse, the mechanic who worked on the brakes discovered George needed new struts.

According to the mechanic, struts are a fancy type of shock absorber. Most cars have shocks that cost about \$50, but not George. True to form, he needed the top of the line. Struts for him, including installation, were about \$250 a pair — I decided they could wait. As could the new exhaust system, the new heater, the much-needed tune-up. What couldn't wait was the leaky fuel injector.

The honeymoon was definitely over.

\* \* \*

Not too long ago, George and I slowly made our way over to the dealership for a visit. Pulling no punches, the

mechanic gave it to me straight. "There is now no hope for reconciliation between you and George. It would cost too much," he said. Even the mechanic's highly-honed mathematical skills were severely tested and found lacking. "I quit counting when I reached \$2,600 and hadn't finished yet," he said. However, being a reasonable man, and recognizing the tough spot I was in, the mechanic offered me \$500 for George.

Of course I turned him down. George might have his faults, but we had been through some hard times together — and I still owed \$3500 on him. There was no way I could sell him for only \$500.

Limping away from the dealership, George and I went somewhere else for a cheap quick-fix that covered the symptoms, but did not cure the disease.

It's been three and a half long years since the day I first met George, and a lot has changed. I look at him with eyes no longer misted by love and coldly calculate what he's worth as a trade-in. His once shining black coat is faded and rusted by the salt of winter roads. His quiet purr and mighty roar are more like a sputtering cough. The list of repairs he needs is so long it competes with the listings in the D.C. phone book.

Now I am closer than ever to having George paid off, and I can realistically look into the possibility of trading him off for someone new. I find that I no longer point with pride at him, but rather slink away hoping no one will see what I drove up in. Like a middle-aged man with thinning hair and a large pot belly, little remains of his youthful good looks.

But I have grown older, too. No longer dazzled by outward appearances and easy charms, I'm looking beyond beauty. I now look for reliability, comfort and affordability. Glitter and flash are behind me. Today I am realistically looking at the hidden costs of beauty that lies only on the surface. There are plenty of nice cars out there, and this time, I am going to find Mr. Right. □

— Story by JOI Lynn Jenkins

ALL HANDS



# Dos and don'ts of buying a used car.

Next to buying a house, buying a car will probably be the most expensive item you will ever buy. And for a variety of reasons you may decide to buy a car that is used. This can be an adventure that results in personal satisfaction and considerable savings — or it can turn into a misadventure that ends in dissatisfaction, frustration and monetary loss.

Fortunately there are several organizations and financial institutions to help guide you and other unwary people through the pitfalls of buying used cars. The following suggestions are compiled from two such guides.

**Patronize only reputable dealers.** Check with your local Better Business Bureau or consumer protection agency if in doubt.

**Look over a dealer's repair shop before you buy.** Inadequate service facilities could be indicative of superficial reconditioning, and may forewarn you of future service problems after purchase.

**Stay away from dealers who quote unusually low financing rates.** Although illegal under the Truth-in-Lending law, occasionally a dealer will attempt to mislead you, or try to make his interest rate sound especially attractive by quoting it as a discount, or add-on interest rate. Be sure the dealer also tells you if his rate is expressed as an Annual Percentage Rate.

**Generally your best buy in a used car is one that is only two or three years old.** Look for the year and model you like, and when you find one, check the odometer to see how far it has been driven. If a car is only a few years old and has been given reasonable care by its previous owner, it will still have a lot of driving life left in it.

**Avoiding used car problems.** Don't buy at night, in the rain, or under any conditions that could keep you from seeing and examining everything about the car, inside and out.

Don't buy the car at all — if you're refused a request to let your own mechanic check the car at his place of business.

Don't buy if any and all promises for brake and clutch adjustments, tune-ups, parts replacement, etc., are not written down and signed by the man in charge, BEFORE you buy.

If you're refused a final test drive or final outside inspection after the seller has completed all promised, pre-purchase repairs and adjustments, don't sign anything.

Remember: Some vehicles on a used car lot may have unrepaired safety defects — defects for which the cars were recalled by the manufacturer. By calling the National Highway Traffic Safety Administration, Office of Consumer Services (202) 426-0670, giving the make, model, year and vehicle identification number (VIN) of the car in question, you can obtain a report of all defect/recalls for that make/model.

**Be careful of tricks.** Some used car dealers and even some private owners use various methods to make a car look better than it actually is.

Painting tires to make them look new. Always examine the tread for treadwear and the sidewalls for cracks, signs of tread separation, and bubbles.

Steam cleaning the engine and painting the valve covers and air cleaner to make them look new.

Installing seat covers to mask torn upholstery.

Installing new rugs or mats to cover rusted-out parts of the floor.

Spraying black paint on the hoses to make them look new.

Removing a good battery and replacing it with a battery that won't last very long. Check to see if there is a date stamped on the battery — this may tell you how old the battery is.

Removing an erratically worn tire from the front and placing it in the trunk to mask a front-end problem. Always check the tire in the trunk.

Putting a cheap repaint job on the car to hide body rust.

Making makeshift repairs to the muffler and tailpipe. Examine these for signs that holes or rusted-out portions have been repaired with muffler patches or repair tape.

**Final reminder: Be PATIENT.** Don't be in a hurry to buy the first used car that looks good.

These are just a few tips to make buying a used car an adventure, not a misadventure. For more information you can obtain your own copies of the pamphlets used by writing to the U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Public Affairs and Consumer Services, Washington, D.C. 20590. □



# Awakening a sleeping

Story and photos by PH1(AC) William Breyfogle

From up close, you've got to use some imagination to see the sleek lines of the battleship *Wisconsin* (BB 64).

The flurry of shipyard activity taking place about its steely flanks tends to obscure the rakish bow and swept-back superstructure that mark the ship — from a distance — as a surface combatant to be reckoned with.

But for the present, in its berth at an Ingalls Shipbuilding pier in Pascagoula, Miss. where it is undergoing a complete overhaul and modernization program, the massive ship looks more like a tall steel anthill than a ship-of-the-line.

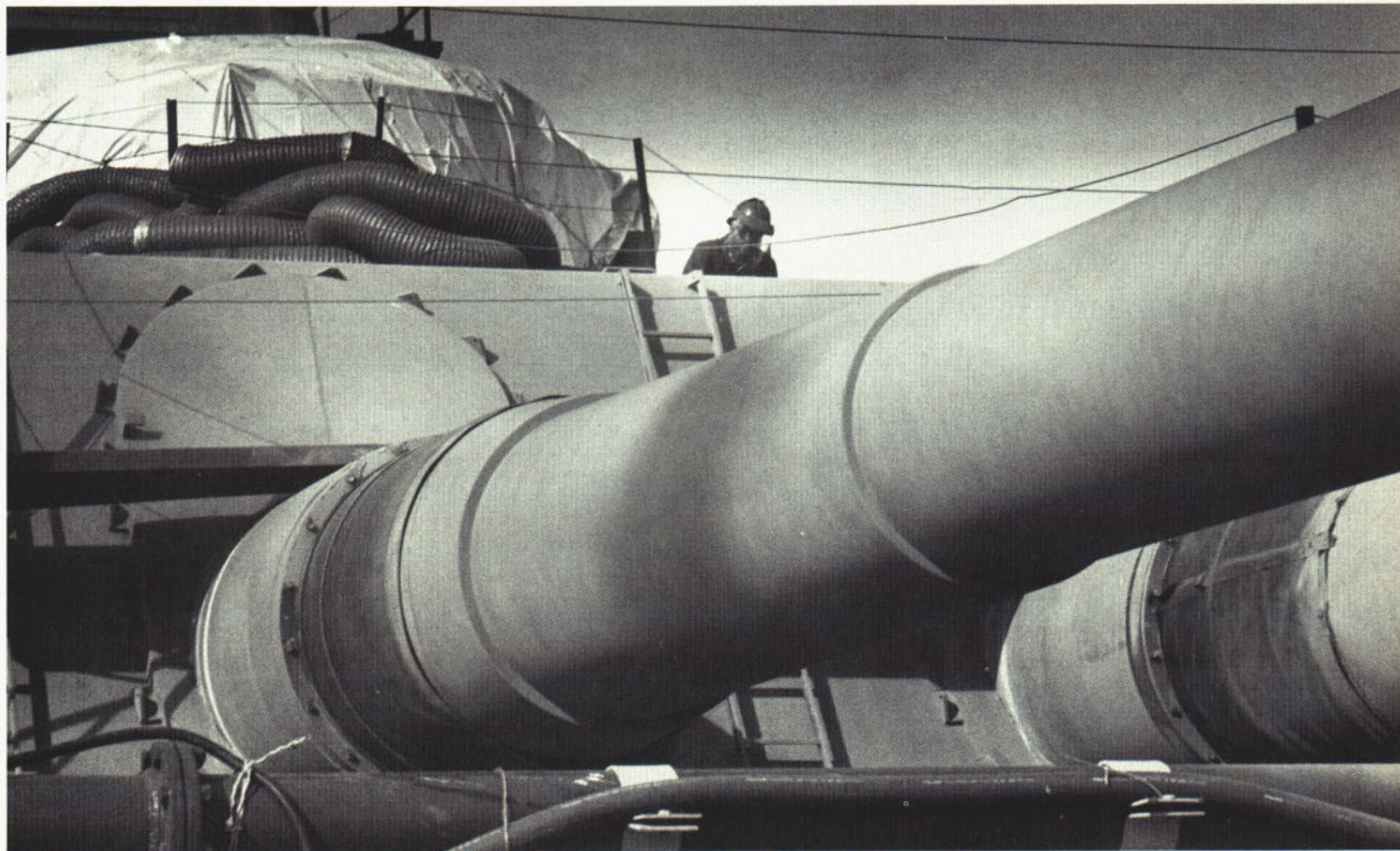
Scaffolding swaddles the ship almost

from the waterline to the topmost level of the truncated-looking, demasted superstructure. The clusters of 40mm and twin 5-inch gun mounts that formerly nestled against its sides now are disappearing under the twin influences of the welders' cutting torches and the giant dockside cranes.

The hordes of shipyard workers, nimbly clambering over every inch of the massive ship, are studies in perpetual motion. They constantly can be seen: climbing to or jumping from; entering the ship's sides and exiting again; disappearing into the dark hatches and then reappearing moments later at giant holes cut

into the steel bulkheads. Whole forests of colorful hoses festoon the ship's sides, draped about it like a jungle of crazy-colored vines.

Anonymous thuds and booms rumble and echo from somewhere inside the ship's massive hull. The hiss of escaping air and steam, the constant sizzle of welding arcs, the staccato rattle of pneumatic hammers and the high-pitched roar of portable generators add an ear-splitting cacophony to the busy scene. Here and there, the too-bright twinkle of welding arcs and torches announce the presence of busy, purposeful workmen as they cut away the occasional rusted





# giant

steel plate and platform.

The battleship, with all the booms, beams, lines and hoses binding it to the pier, now seems impossibly rooted to the surrounding yard . . . huge, immobile . . . as though it could never sail again. But Cmdr. Larry Sharp, the Navy's battleship program manager, said that looks are deceiving in *Wisconsin's* case.

"The *Wisconsin* is a ship in outstanding shape," he said. Even after almost 30 years in floating "mothballs" storage near Philadelphia, *Wisconsin* has obviously withstood the test of time well, he said. "When we opened it up, it was nearly spotless."

*Wisconsin* is the fourth and last of the World War II-era *Iowa*-class battleships to be brought out of mothballs, modernized and returned to active duty with the fleet. The ship is due to be recommissioned and put into service with the 2nd Fleet late in 1988.

As a class, the giant battleships appear ideally suited for action with their more modern counterparts.

*Wisconsin's* four-gear turbine engines still can push it along at more than 33 knots. Its foot-thick steel armor — up to 17 inches thick in some places — was built to withstand toe-to-toe slugging matches with weapons that, even today, could level lesser ships.

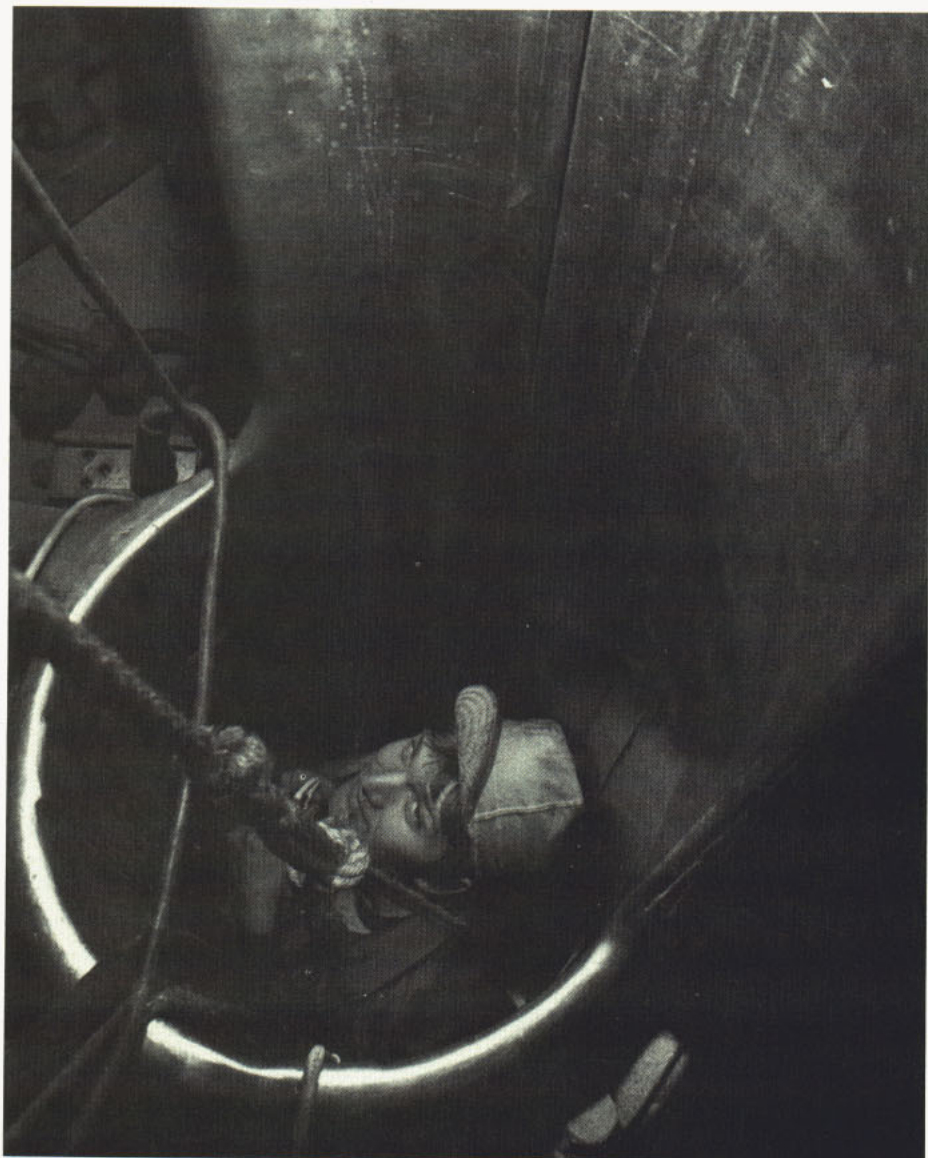
The ship's nine 16-inch guns, each of which can hurl projectiles — weighing thousands of pounds — close to 23 miles, will add even more muscle to amphibious task forces, carrier battle groups or the newly-formed surface action groups.

Like its sister ships, *Wisconsin* also will have more modern weapons systems added.

*Tomahawk* and *Harpoon* cruise missiles will give the ship unheard-of striking power against both land and sea-



The massive gun turrets dominating *Wisconsin's* decks (opposite page) identify it as a combatant to be reckoned with; A welder (left) works on *Wisconsin's* sides as machinist Doug Crump (below) enters a projectile hoist to clean off grease and preservative.





# Awakening a sleeping giant

borne targets. Additionally, four *Phalanx* close-in weapons systems will defend the giant ship against sea-skimming anti-ship missiles.

Crew habitability also will be brought into the modern era.

"The crew spaces will be completely rehabilitated by the time we're through," said Teno Henderson, *Wisconsin* project manager for Ingalls Shipbuilding. Enlisted crewmen, who formerly slept in hard canvas racks, stacked four high, now will rest on bunks, with modern mattresses, stacked only two high.

Air conditioning will be added throughout the ship, as much to protect the delicate electronics suite being added as for crew comfort.

And the new electronic automated systems now being installed will allow the battleship to set sail with a much-reduced crew — down 1,000 sailors from its original complement of 2,500 officers and enlisted crewmen.

Workers at a drydock in New Orleans already have reworked the ship's outer hull, twin rudders and four giant bronze propellers. The ship recently was towed to the Ingalls Shipbuilding yards in

Mississippi, to begin the next phase of the rework.

Workers say modernizing a ship as old as *Wisconsin* — she was launched Dec. 7, 1944 — took some learning. The primary lessons in battleship reactivation were learned aboard USS *Iowa* (BB 61), reactivated a few years ago at the Ingalls yards.

"There was no one around that knew anything about battleships when we started work on the *Iowa*," said Robert Burning, a machinist working on one of the massive 16-inch guns. "We had to learn everything from scratch."

Burning, who previously worked on *Iowa*, said the battleships display quality craftsmanship and care throughout.

"It's surprising . . . how smoothly everything operates in something this big," he said.

Most Ingalls workers express surprise at how well-made the big ship is — given the hurried wartime environment in which it was built.

One Ingalls worker said quality was easy to spot. "You look at the welds — the fittings — and see if there are any cracks in them around the edges," said

James Collier, a "chipper" working at grinding off the widely scattered rust spots on the gray steel decks.

General ship supervisor Gary Petty said that when Ingalls workers opened long-sealed tanks and voids aboard the battleships, they found that many of the mostly-women shipyard workers who built the ships in the 1940s had scratched personal messages and best wishes into the steel plates they were welding together.

"There were an awful lot of people who put this thing together," Petty said.

Collier added that working on a 40-year-old ship is really no different than working on a new one — like the many *Aegis* cruisers in various stages of completion around the sprawling shipyard. "Every one is a challenge," he said, "especially when you know you've got to get it back to the fleet."

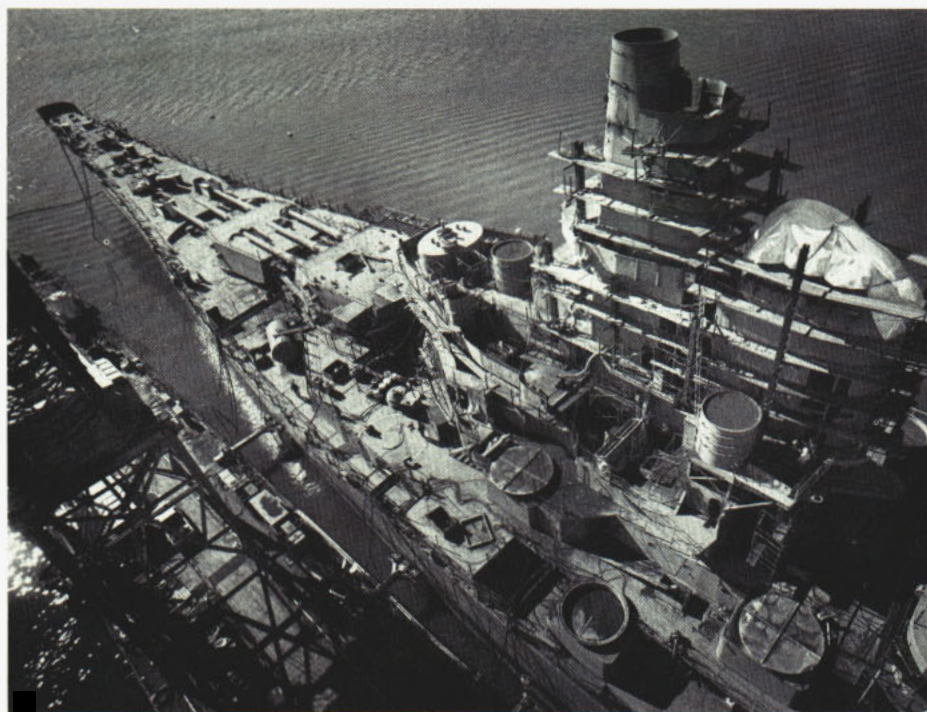
Henderson said that working on *Wisconsin* gives his workers a sense of history that working on a newly-constructed ship can't. "This ship has a history that is real," he said. "Those ships have yet to write their history books."

Shipyard workers are attempting to take their battleship experience — hard-won from reworking *Iowa* — and put it to good use aboard *Wisconsin*. Henderson said he has managed to reassemble 65 percent of the workforce that modernized *Iowa*.

Henderson said the same experience that allowed his teams to finish *Iowa* work ahead of time and under budget will enable them to repeat the performance aboard *Wisconsin*. "We fully expect to have the same things working on the *Wisconsin* that we did on the *Iowa*," Henderson said. "We've got an awful lot of dedicated people working down here, with an awful lot of pride in this ship." □

*Breyfogle is a reservist assigned to the Navy Office of Information, Det. 713, Milwaukee, Wisc.*

**Scaffolding surrounding *Wisconsin* symbolizes the extensive effort that went into the entire battleship reactivation program.**





# Bearings

## Destroyer tender adopts school

The submarine tender USS *Frank Cable* (AS 40) adopted Hanahan Middle School in Charleston, S.C., when it began its Business-Education Partnership program last fall.

*Frank Cable* is the second Charleston afloat command to participate in such a program, which is one of the main points of the chief of naval operation's personal excellence program.

"Our goal in this program is to help foster a desire in the students to excel in the educational process," said Lt.

William Guptill, program coordinator for the ship.

Officers and crewmen aboard the tender now give the school's students support for enhanced learning opportunities through management, incentive and career education programs and special projects, and create a spirit of involvement for public education.

"(This program) solidifies our commitment to foster a better understanding in the local community of the Navy's role in today's society," said Capt. Norman

W. Mims Jr., *Frank Cable*'s commanding officer. "I have utmost confidence that the result of this partnership . . . will set a shining example to other Navy Charleston commands, and clear the way for many successful partnerships in the future."

A drug and alcohol awareness program, to be administered by two Navy-trained drug and alcohol counselors stationed aboard the tender, is planned as the first ship-school joint effort under the new partnership. ■

— Story by JO3 Dale Snowberger,  
USS *Frank Cable* (AS 40)

## Easy phone access for San Diego

Easy AUTOVON access, five-digit base-to-base dialing and cheaper long distance calls are on the horizon for San Diego Navy telephone users.



The installation of the Consolidated Area Telephone System (CATS) at Naval Amphibious Base Coronado this past summer marked the first step toward creating a telephone network linking San Diego's 10 major Navy and Marine Corps installations.

According to Capt. Dave Schlesinger, executive officer of San Diego's Navy Public Works Center, a 1979 study determined that existing telephone systems could not provide adequate service to shore activities in the area because of the outdated equipment, some of it installed before World War II.

"It became obvious that the expansion of the Navy in San Diego just cried for more efficient, up-to-date technology in telephone systems," Schlesinger said.

When the \$82.3 million network is completed this year, local calls will be transmitted directly from base to base via microwave. One of the benefits of such a system is a projected \$1 million annual savings in local and long distance charges.

Local calls no longer will need to be transmitted by commercial telephone lines. The computerized system also will hunt for the cheapest long distance network.

Perhaps the most promising feature of CATS is its ability to "share" AUTOVON lines. For years, sailors and Marines attempting to place AUTOVON calls have been hampered by the limited number of outgoing lines at their installations. Once CATS is completed, an idle AUTOVON at Naval Air Station Miramar will be available to a caller from the naval hospital in Balboa Park.

Citing "problems with telephone antiquity" in the current system, Schlesinger praised CATS' flexibility and potential for expansion.

"When you consider that San Diego encompasses a very, very large portion of the operating forces of the Navy, you can see that the need to talk base to base is just as important as calling back to the east coast," Schlesinger said.

He said the next areas to receive CATS will be San Francisco and Pearl Harbor, Hawaii, leading to an eventual nationwide link using microwave, fiber optic and satellite technology.

For a Navy that depends on fast, economical telephone communications, the new system may just be the CATS' meow. ■

— Story and photo by JO2 David Masci,  
NIRA Det. 5, San Diego



# The Log Book

*"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.*

## 10 YEARS AGO —

in the June 1977 *All Hands*

- The Navy Fleet Weather Facility, Suitland, Md., is tracking a gigantic iceberg nearly the size of Rhode Island that may drift out of Antarctic waters toward South America and into the South Atlantic. The iceberg, one of the largest recorded, is 45 miles long and 25 miles wide. Navy weathermen have been tracking this iceberg since 1971. The weather facility provides sea ice analyses and weather forecasts in the polar regions for the Department of Defense and other U.S. agencies.

- The Navy aircraft carrier that was first to launch a jet-powered aircraft from its flight deck more than 25 years ago recently returned from its last deployment. USS *Franklin D. Roosevelt*

(CV 42) entered its Mayport, Fla., home port following a final Mediterranean cruise. Personal congratulations were extended by President Jimmy Carter, Secretary of the Navy W. Graham Clayton Jr., and Chief of Naval Operations James L. Holloway III. *Roosevelt* will be decommissioned Oct. 1, 1977.

## 20 YEARS AGO —

in the June 1967 *All Hands*

- USS *Gunston Hall* (LSD 5) returned to its San Diego home port from the Vietnam action zone. *Gunston Hall* spent eight months in the Western Pacific, traveling some 20,000 miles. It provided logistic support for U.S. and allied troops ashore, making 22 separate calls on Vietnamese ports. It also served as mother ship for river patrol boats and UH-1B helicopters and as ready-duty ship for the Amphibious Ready Group.

- The San Diego-based destroyers USS *Hoel* (DDG 13), USS *John R. Craig* (DD 885), USS *Perkins* (DD 877) and USS *Uhlmann* (DD 687) returned home

after six months off the Vietnam coast. During their Vietnam operations, the destroyers fired more than 10,000 rounds of ammunition at enemy targets. *Hoel* was commended for its participation in the rescue of three downed pilots and for meeting unscheduled naval gunfire support missions. *Craig* and *Perkins* were among the first ships to engage shore batteries, and *Uhlmann* was recognized as the shootingest ship in the division, accounting for half the ammunition fired and targets destroyed.

## 40 YEARS AGO —

in the June 1947 *All Hands*

- For almost four hours, "smoke-eaters" on Treasure Island, San Francisco, battled the worst fire in the history of the base. By the time the conflagration had been reduced to smoldering embers, \$500,000 in damage had been done, \$100,000 of it to electronic gear. It took all available fire-fighting equipment on the base, as well as reinforcements of fire-fighters from San Francisco and Oakland, to subdue the blaze that started from a short circuit caused by the moving of electrical gear from the secured and condemned barracks K. Fanned by the wind, the devastating fire crept northward on the island and jumped the single and double walls in its path. From the time the first alarm was sounded at 3:50 p.m. until the blaze burned itself out at the ship's service, three hours and 30 minutes had elapsed.

- New prices for meals purchased by authorized persons from Navy messes has been announced. Breakfast is now 20 cents, dinner 50 cents and supper 90 cents per day. This applies to all meals purchased from general messes, whether paid for by cash or by payroll checkage. The new prices do not apply to hospital messes or to general messes operated by the United States Marine Corps. □





# Mail Buoy

## Navy art change of address

In the February 1987 Mail Buoy column, we gave the Office of Information, Community Relations Division, Department of the Navy, Washington, D.C. 20350, as the address for our readers to write in order to obtain information on acquiring reproductions of art from the Navy Art Center. That address is no longer valid, since the Navy Art Center has recently been incorporated as a part of the Naval Historical Center. Thus, inquiries concerning the Navy Art collection should now be addressed to:

Navy Art Center  
Bldg 67  
Washington Navy Yard  
Washington, D.C. 20374-0571 —Ed.

## Future sailors

After reading your October 1986 issue of *All Hands*, I felt compelled to write concerning the article "A boot camp for kids." I was recently stationed in Homestead, Fla., and had the opportunity to work with the *Enterprise*/Essex Division of the U.S. Naval Sea Cadets out of Miami, Fla. I hold the rank of CWO2 and am proud to be part of such a fine organization.

Your article struck home with me. I am now stationed in Misawa, Japan, thousands of miles away from my unit with hopes of returning one day. I can't begin to explain how much I miss the Saturday morning drills. Please try to cover more on the cadets since they are the sailors of the future.

—CTR3 Donald Jefferson  
Misawa, Japan

## Midair service

I enjoyed the naval aviation trivia quiz in the December 1986 issue of *All Hands*. As an Air Force reservist interested in air refueling history, I was disappointed that there were no questions or answers on naval air refueling. When did the Navy first get involved in midair refueling of its aircraft?

—Maj. David Harvey  
Bolingbrook, Ill.

According to the historical chronology entitled United States Naval Aviation 1910-1970 (NavAir 00-80P-1), it was Oct. 8, 1958. FJ-4Bs of Marine Corps Attack Squadrons 212 and 214 landed at NAS Atsugi, Japan, after a trans-Pacific flight from MCAS Kaneohe with layovers at Midway and Guam. Designated Operation Cannonball, the flight, in two sections of 12 aircraft, refueled from Air Force KB-50 tankers in the vicinity of Wake Island and from Navy AJs near Iwo Jima.

For further information, you may wish to contact the Naval Historical Center in Washington, D.C. The address is:

Naval Historical Center  
Navy Research Branch  
Bldg. 57  
Washington Navy Yard  
Washington, D.C. 20374 —Ed.

## Northern Wedding mystery ship

The January 1987 edition of *All Hands* depicts the silhouette of an LST identified as USS *Spartanburg County* (LST 1192).

We believe the ship on the front cover to be USS *Newport* (LST 1179), since there is not a *Phalanx* weapons system installed.

There were three LSTs in the *Northern Wedding* exercise, USS *Newport*, USS *Sumter* (LST 1181) and USS *Spartanburg County*. Both *Sumter* and *Spartanburg County* had the *Phalanx* in *Northern Wedding*. *Newport* did not have it installed at that time. Additionally, the ship on the front cover is carrying causeways — *Spartanburg County* did not carry causeways to the *Northern Wedding* exercise.

We enjoyed the cover photo and would like the Navy to know who the fine-looking LST really is.

—Cmdr. W. R. Graner  
—BMCS (SW) J. G. Hahn  
USS *Newport* (LST 1179)

The photographer on the scene assured us that the fine-looking LST was *Spartanburg County*, although you certainly offer a compelling case. Any documentation on the I.D. of this mystery ship, one way or the other, would be welcome. Perhaps *Spartanburg County* will write, confessing her involuntary imposture. — Ed.

# Reunions

USS *Thomas J. Gary* (DE/DER 326) — Reunion Aug. 1, 1987, Newport, R.I. Contact Ron Day, Route 1, Box 82, Heuvelton, N.Y. 13654; telephone (315) 344-8823.

115th Naval Construction Battalion Veterans — Reunion Aug. 5-9, 1987, Fort Mitchell, Ky. Contact Edward C. Plummer, 5023 East Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

USS *Seal* (SS 183) — Reunion Aug. 5-9, 1987, Little Rock, Ariz. Contact Joseph T.

Blanchett, 7 Linwood Drive, Searcy, Ariz. 72143.

USS *Topeka* (CL 67) 1944-1949 — Reunion Aug. 6-8, 1987, Fall River, Mass. Contact James W. Wilson, 1022 W. Abbott, Muncie, Ind. 47303; telephone (317) 288-3949.

USS *The Sullivans* (DD 537) 1943 to 1965 — Reunion Aug. 7-9, 1987, Lexington, Ky. Contact Charles McCarty, 66 Gardenia St., Clearwater, Fla. 33515; telephone (813) 461-5316.

USS *Wadsworth* (DD 516) — Reunion Aug. 11-14, 1987, Seattle. Contact Richard Lowe, Rural Route 2, Box 200, St. Elmo, Ill. 62458; telephone (618) 829-5564.

USS *Ranger* (DD 646) — Reunion Aug. 13-15, 1987, Philadelphia. Contact Edward "Shorty" Cooper, 504 Lynda Road, Phillipsburg, N.J. 08865; telephone (201) 859-4545.

Guadalcanal Campaign Veterans, all services. — Reunion Aug. 13-16, 1987, Norfolk, Va. Contact Ted Blahnik, P.O. Box 181, Coloma, Mich. 49038-0181.

USS *Dayton* (CL 105) — Reunion Aug. 20-22, 1987, Dayton, Ohio. Contact Edwin Chapman, 36 Rossen Place, Bloomfield, N.J. 07003; telephone (201) 338-8410.

USS *Ranger* (CV 4) — Reunion Aug. 14-15, 1987, Fort Lauderdale, Fla. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 668-0260.

USS *Bonhomme Richard* (CVA 31) — Reunion Aug. 14-16, 1987, Tupelo, Miss. Contact Ralph Pound, P.O. Box 1531, Tupelo, Miss. 38802; telephone (601) 842-8247.

USS *Cotten* (DD 669) — Reunion Aug. 14-16, 1987, Denver. Contact Walter Shollmier, 1828 Parnassus, Memphis, Tenn. 38108; telephone (901) 377-9599.

Patwing 4, WW II Aleutian squadrons, VPs 41, 42, 43, 45, 61, 62; VPBs 131, 135, 136, 139; *Hedron and Wing* — Reunion Aug. 26-30, 1987, Oak Harbor, Wash. Contact Patwing Four Airdales, P.O. Box 1978, San Leandro, Calif. 94577.

U.S. Naval Cryptologic Veterans Association — Reunion Aug. 27-30, 1987, Reno, Nev. Contact Ralph Cox, 593 Clamor Dr. North, Salem, Ore. 97301; telephone (503) 585-1721.

USS *Thornhill* (DE 195) — Reunion Sept. 11-13, 1987, Tannersville, Pa. Contact Henry Cetkowski, Box 531, Rural Route 2, Titusville, N.J. 08560; telephone (609) 737-1727.

USS *San Juan* (CL 54) — Reunion Sept. 13-17, 1987, San Diego. Contact Bill Carpenter, 1119 Aquia Drive, Stafford, Va. 22554; telephone (703) 659-4774.

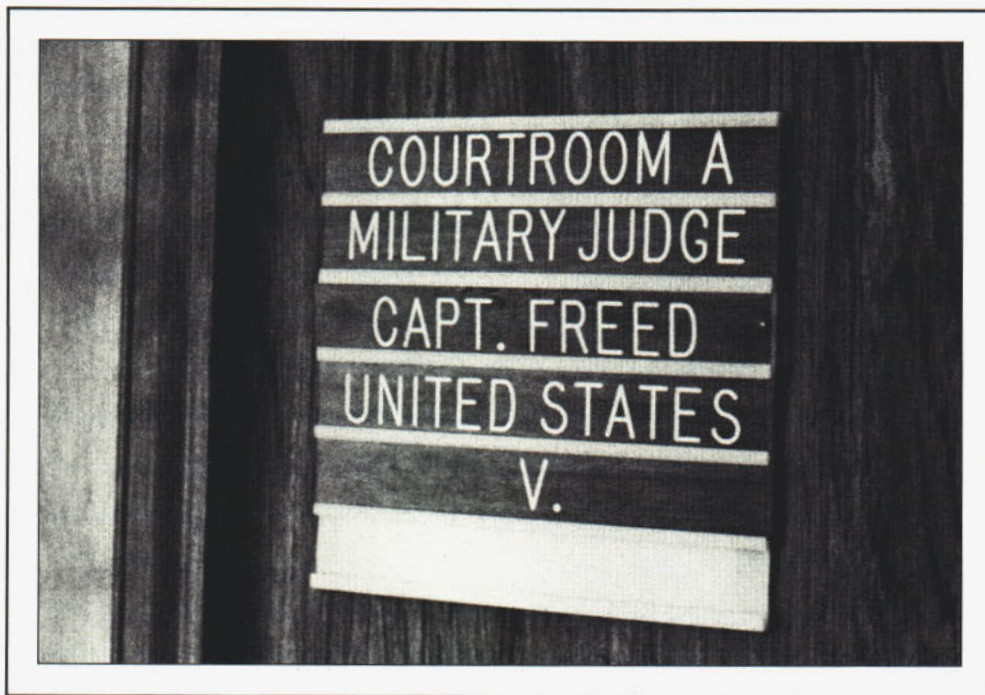


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## Navy Rights & Benefits

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# UCMJ/Legal Assistance



## UCMJ/Legal Assistance

*Article I, Section 8, of the United States Constitution gives Congress the authority to make laws governing the military. Since the adoption of the Constitution, the military services have administered a system of military justice which is different and distinct from the system of criminal justice found in U.S. civilian courts; however, in this century these differences have become fewer.*

*In 1951, Congress enacted the Uniform Code of Military Justice (UCMJ) which, with substantial modification, remains the basis of military law today. Article 36 of the UCMJ empowers the President to make rules and establish procedures to govern the conduct of courts-martial and the administration of military justice. The President does this by promulgating the Manual for Courts-Martial (MCM), which received a major revision in 1984 in response to the Military Justice Act of 1983. This new MCM contains current court-martial and nonjudicial punishment rights and procedures, the Military Rules of Evidence applicable to courts-martial, and the Uniform Code of Military Justice, as well as analyses which explain these rules.*

*A copy of the current MCM may be found in any legal office of the Navy or Marine Corps.*

### The system of courts-martial

There are three types of courts-martial: general, special and summary.

A general court-martial may award any punishment listed in the MCM in the Table of Maximum Punishments and is convened to try the most serious offenses. In the naval service, approximately 1,000 such courts are tried each year.

The special court-martial is a court of limited punishment authority, and the maximum sentence may include only a bad-conduct discharge and confinement for no more than six months. Approximately 6,000 special courts-martial are tried each year.

The summary court-martial is a court of very limited punishment authority at which no punitive discharge or confinement in excess of one month may be awarded. Approximately 3,500 summary courts-martial are tried each year.

Nonjudicial punishment under Article 15, UCMJ — called captain's mast in the Navy and office hours in the Marine Corps — is not a court-martial, and nonjudicial punishment is not considered to be a criminal conviction by either military or civilian authorities.

An understanding of the types of courts-martial is essential to understanding the rights that an accused service member has in court-martial proceedings. Nonjudicial punishment rights are separate from those available at courts-martial.

### General and special courts-martial

General and special court-martial convictions are considered federal criminal convictions by both military and civilian courts. While officers and enlisted persons may be tried at either type of court-martial, officers rarely are tried by special court-martial because that court cannot award dismissal or any confinement in an officer case. Both courts may adjudge reduction to pay grade E-1 in cases involving enlisted accuseds, and both may adjudge forfeitures of pay in both officer and enlisted cases.

Both courts are empowered to award punitive discharges which terminate military service under less than honorable circumstances and to confine service members. Accuseds at these courts receive the most extensive legal rights and protections. Unlike civilian life where only indigent (poor) accuseds receive free legal representation, all accuseds before general or special courts-martial receive free legal representation by a judge advocate who is a lawyer trained in military law and procedures. This "detailed" counsel is attached to a legal command

separate from that of the commander who convenes the court-martial; therefore, this defense counsel is insulated from any improper command influence by the accused's military seniors.

Should an accused desire to be represented by a different military lawyer, he may request the services of that other lawyer through established procedures. If that other lawyer is reasonably available, he will be assigned to represent the accused free of charge. Also, a military accused may hire a civilian lawyer to represent him; however, the government will not pay for the services of the civilian lawyer.

Since 1969, general and special courts-martial are presided over by a military judge who is a judge advocate with extensive military justice experience. This officer is assigned to a judiciary activity which is separate from the local commands which convene courts; thus, like the defense counsel, he too is insulated from influence by local command authorities.

An accused may elect to be tried by this officer alone, without court members taking any part in the proceedings, and if this election is made, the military judge determines guilt or innocence and any sentence to be awarded. The great majority of general and special courts-martial now are tried by military judges sitting alone.

If an accused chooses to be tried by court members, there will be a minimum of five members at a general court-martial and three at a special court-martial. If the accused requests a court which includes enlisted members, at least one-third of either court will be enlisted members. Even in a trial before court members, the military judge presides to control the proceedings and rule on the admissibility of evidence.

Procedures for appealing a conviction and sentence in the military differ from civilian procedures in two important respects: certain sentences receive automatic appeals in the military whereas a



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civilian accused would have to request an appeal and, perhaps more importantly, all military appeals are free of charge to the accused.

A service member who is sentenced to be separated from the service with a punitive discharge or to be confined for more than a year is entitled to an automatic appellate review of the convictions and sentence. During the appellate process, the accused is represented by a military appellate defense counsel who is a judge advocate with extensive military justice and appellate experience.

Cases which include these more serious sentences are reviewed by the Navy-Marine Corps court of Military Review and, upon application by the accused, to the United States Court of Military Appeals. Under recently enacted legislation by Congress, convictions now may be reviewed ultimately by the United States Supreme Court. An accused who receives a sentence which includes no punitive discharge and confinement less than a year may nonetheless request review of the court-martial by the Judge Advocate

General. This request is generally drafted by the assigned trial defense counsel, again free of charge.

In either case, the accused may retain civilian counsel during the military appeal process; however, the government will not pay for this civilian representation.

Not only may the convening authority of the court-martial and the Navy-Marine Corps Court of Military Review or the Judge Advocate General (which ever acts as an appellate reviewing authority) disapprove a finding of guilty or lessen a sentence, but the Naval Clemency and Parole Board, acting under authority of the secretary of the Navy, may reduce or recommend reduction of certain sentences. An accused may be represented before this board by counsel, and military appellate defense counsel perform such a function free of charge.

Service members convicted by general courts-martial of serious offenses such as murder, espionage or rape and who receive long prison terms are usually transferred to the custody of the Federal

Bureau of Prisons for service of the period of confinement after the military appeal process is completed. After these prisoners are separated from the naval service, they still may receive clemency from naval authorities; however, in general they enjoy only those rights and protections afforded non-military federal prisoners.

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### Summary courts-martial

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Service members may not be tried by summary court-martial unless they agree to such trial, whether they are attached to a vessel or a shore command. Officers may not be tried by this court.

A summary court-martial may not award a punitive discharge, confinement for more than one month, hard labor without confinement for more than 45 days, restriction for more than two months, or forfeiture of more than two-thirds of one month's pay. E-4s and below may be reduced to pay grade E-1; however, E-5s and above may be reduced only one pay grade.





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The summary court-martial officer, who need not be a lawyer, is an officer appointed by the convening authority to hear one particular case. That officer investigates all aspects of the case prior to trial and must call witnesses or present other proper evidence to permit a conviction on the charge(s). The Military Rules of Evidence apply, and the offense must be proved beyond reasonable doubt to sustain a conviction.

The accused has a right to be present, introduce evidence, and make argument. Prior to trial, the accused may consult a lawyer to discuss trial rights and procedures; however, the accused has no right to representation at trial by a military lawyer.

While conviction by summary court-martial is a military court-martial conviction, such a conviction is not considered to be a federal criminal conviction.

### Nonjudicial punishment

A nonjudicial punishment (NJP) proceeding pursuant to Article 15, UCMJ — generally referred to as captain's mast — is an administrative means of resolving minor disciplinary matters.

Captain's mast for NJP should not be confused with a meritorious captain's mast for commendatory performance or some other purpose beneficial to the service member, or a request mast conducted at the request of the service member to bring some matter to the commanding officer's attention. Service members attached to shore commands may refuse NJP; however, members attached to or embarked upon vessels may not.

The punishment imposed may include restriction for no more than 60 days, correctional custody for no more than 30 days, forfeiture of no more than one-half of one month's pay per month for two months, or extra duties for no more than 45 consecutive days. E-3s or below or persons reduced at NJP to pay grade E-3 who are attached to or embarked on a

vessel may be confined for up to three days on bread and water.

While Article 15, UCMJ, permits the reduction of E-4s and E-3s to E-1, and those above pay grade E-4 to be reduced two pay grades, custom and the Manual of the Judge Advocate General (JAGMAN) limit reduction in the naval service to one pay grade. Officers also may be punished at NJP; however, authorized punishments are more limited.

Punishment also may include a letter of censure which may be filed in the service member's official record.

At many commands, after investigation of the allegation, the executive officer conducts a preliminary hearing (XO's screening) to determine whether an adequate basis exists for referring the matter to the commanding officer. Prior to the hearing before the officer conducting the mast, the accused is advised of all applicable legal rights.

Because NJP is an administrative procedure, an accused is not entitled to be represented by a lawyer at the proceeding; however, shore-based accuseds may generally consult with a lawyer prior to NJP to discuss the procedural options inherent in refusal to accept NJP.

At NJP, the accused is entitled to tell his side of the story and, if the commanding officer desires, to bring in witnesses to support his contentions.

A key aspect of NJP is that if punishment is imposed, such punishment is not a "conviction" for either military or civilian purposes, and the record of imposition of punishment does not follow the military man or woman into civilian life.

Punishment from NJP may be appealed to higher authority under procedures set forth in the JAGMAN, which may be found in any legal office.

### Extra Military Instruction (EMI) and other administrative measures

Commanding officers and officers in

charge may use administrative measures other than NJP to improve efficiency or correct deficiencies in their personnel.

Extra military instruction (EMI) is not punishment, but rather is a training technique to correct individual deficiencies in performance. EMI must be logically related to the deficiency in performance it is intended to correct.

EMI will not be conducted for more than two hours per day, but it may be conducted after normal working hours.

EMI conducted during normal working hours may be assigned by officers and noncommissioned/petty officers unless superior authority has withdrawn this authority.

Under provisions of OpNavInst 3120.32B, Navy commanding officers may delegate authority to officers and petty officers to assign EMI after normal duty hours.

In addition to EMI, the JAGMAN permits the administrative withholding of privileges such as special liberty, exchange of duty, or liberty in foreign ports. Lastly, military seniors may issue nonpunitive letters of censure to reprimand or admonish individuals for substandard conduct or performance without resorting to NJP.

## Legal Assistance and You

Another of the many benefits afforded you and your dependents is legal assistance. Under the Legal Assistance Program, Judge advocates provide free legal advice and assistance regarding your personal legal rights and responsibilities in various situations.

**Judge advocate.** As a member of the Judge Advocate General's Corps (JAGC), a judge advocate is an attorney who has graduated from an accredited law school, is licensed to practice law by the highest court of a state or by a federal court, and who has graduated from the Naval Justice School, Newport, R.I. Since judge advocates do many things for



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the Navy (e.g., military justice), judge advocates assigned to assist individuals with personal legal problems are known as *legal assistance attorneys* (LAAs).

**Who can receive legal assistance.** Under the legal assistance statute, servicemembers, both active duty and retired, and their dependents are eligible to receive legal assistance. Chapter XIX of the *Manual of the Judge Advocate General* sets forth additional categories of persons eligible to receive legal assistance, including survivors of eligible members and retirees, certain overseas civilian employees and their dependents, and allied forces servicemembers serving in the United States and their dependents.

**Legal assistance office.** Located at major installations, the Naval Legal Service Office (NLSO) is a key source for providing legal assistance. If no NLSO is in your area, contact your local staff or station judge advocate to find out where you can receive assistance.

Can a legal assistance attorney really help you? *Of course!* In fact, LAAs assisted more than 290,000 people last year. How can a legal assistance attorney help you? Let's take a look.

### Domestic relations

- You and your spouse want to adopt a baby, but you don't know what to do first. A legal assistance attorney can assist you by explaining the appropriate/necessary legal procedures. The LAA may, in some areas, assist you in the preparation of the required paperwork. In limited cases, the LAA may actually represent you in court (see ELAP).

- You and your spouse are having marital difficulties but you don't know if divorce is the answer. An LAA can advise you or your spouse concerning the legal and practical implications of annulment, paternity, legal separation, divorce and child custody. Additionally, if the matter is uncontested (that is, you and your spouse are in total agreement about how to resolve the situation), assistance



may be given to each party in preparing the necessary *pro se* documents. (*Pro se* means you represent yourself before a court.) The amount of assistance available will vary according to local practice.

- Your spouse is not providing sufficient support for you and the children and you don't know how to enforce the obligation. An LAA can assist you in determining whether your spouse is meeting his or her obligation, how you can enforce this obligation, and what, if any, legal action you may take in order to ensure that your spouse will continue to meet this obligation in the future. Legal assistance may include the LAA notifying your spouse in writing that he or she has an obligation to support his or her dependents, notifying your spouse's commanding officer or your spouse's non-support and/or advising you to seek an involuntary allotment from your spouse's military pay.

### Wills, estates and trusts

- You're married, have three children (and the family dog), and you're wondering if you need a will. If one wants to ensure that his or her worldly possessions go to those party/parties whom he or she

has chosen, then a will is the solution. An LAA can advise you as to what a will is and how it can affect your estate. The LAA can also draft a will that will fit your particular desires and needs. If the LAA determines that he or she cannot provide adequate advice or assistance regarding your estate, then he or she will assist you in locating a civilian attorney so that your needs can be fulfilled by a specialist in estate planning.

- You see that college costs are skyrocketing, and you are wondering how your children will be able to attend college if you are not around to assist them. Your LAA can advise you as to possible solutions. For example, one solution may be a trust. A trust is a legal document whereby you place certain properties (e.g., monies, stocks, real estate) under the control of a third party who has an obligation to ensure that those properties are applied towards a certain goal (e.g., your children's educational needs) in accordance with your desires.

### You, the consumer

- You just bought a 1986 automobile, and it's already been in the shop . . . *six times!* You've been to the car dealer and he's always "at a meeting." What can



you do? Your LAA can advise you as to possible remedies which may include you asserting your rights under the federal or state "Lemon Law," contacting the manufacturer's area representative, or filing a complaint with the local Better Business Bureau against the dealership.

- You just bought your dream house last year. Now you have permanent change of station orders to an overseas duty station and you don't want to sell the house. If you decide to rent or lease your house, your LAA can assist you by explaining the local laws regarding the rights and duties of a landlord and by explaining the best ways to resolve difficulties with the house or tenants while you're overseas. In some areas, your LAA may draft a lease to fit your needs.

- You're returning from an overseas tour in Japan and you need someone to release your household goods shipment to the movers because you're leaving Japan before your furniture and such does. Your LAA can acquaint you with an area of law known as agency, which allows you to appoint another person to act in your place when you cannot be available. Such an appointment is commonly accomplished by a power of attorney. Your LAA will advise you that a power of attorney may be drafted to authorize a person to act on your behalf in most of your affairs (general power of attorney), or only in specific situations (e.g., emergency medical care for your children) and receipt of household goods (a special or limited power of attorney). Your LAA will explain the differences, advising which type would best meet your needs, and prepare an appropriate power of attorney.

- You've just received your October statement for your credit card and you know that you did not buy a round-trip ticket for two to Australia; yet, you've been charged \$850 for the tickets. Your LAA can advise you as to your rights under the federal and state laws on credit card billing, advise of appropriate action you should take, and prepare or assist

you in the preparation of necessary documents and correspondence.

- You're applying for acceptance to the local college and your application must be notarized, but you've heard that some public notaries charge \$5 to do a notarization/notarial act. Your LAA is empowered under federal law to act as a notary in official government matters. Many states permit judge advocates to perform notarizations as well. Most legal assistance offices also have civilian notaries.

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## You, the taxpayer

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It's April 1, and you are wondering if it's too late to open that Individual Retirement Account (IRA). Your legal assistance attorney can assist you. Tax help at legal assistance offices is, however, limited to general advice and assistance regarding federal, state and local taxes; additionally, you should be able to obtain Internal Revenue Service forms for filing your income tax return at your local legal assistance office.

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## You and the courts

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You just received a registered letter; however, the letter is not a notification to you that you just won a sweepstakes. You have been served with a civil lawsuit filed in North Dakota. You're now stationed in Maine. What can you do? An LAA can advise you. The attorney can counsel you as to one possible remedy: protection under the Soldiers' and Sailors' Civil Relief Act. This act provides certain protections to active duty members who have been sued in a civil court (as distinguished from a criminal proceeding) and who, because of their military duties, can not defend themselves from the lawsuit. This protection may include:

- The civilian court may appoint an attorney to represent you;

- The court may postpone the proceedings until you are able to reasonably

defend yourself; or

- The court may allow you to void a default judgment if such was awarded against you.

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## Your legal assistance attorney and you

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It should be clear that your LAA can assist you in innumerable situations:

- Counsel, advise and assist eligible persons in connection with their personal legal problems;

- refer eligible persons to civilian lawyers;

- serve as advocate and counsel for eligible persons in connection with their personal legal problems;

- prepare and sign correspondence on behalf of a client;

- negotiate with another party or that party's lawyer;

- prepare legal documents, as permitted by the *Manual of the Judge Advocate General* and local practice; and

- serve as advocate and counsel for, and provide full legal representation including representation in court, to persons eligible for the Expanded Legal Assistance Program (ELAP) if the legal assistance office has been authorized for participation in this program.

Additionally, your LAA holds all conversations and dealings with you in strict confidence as required by applicable codes of professional responsibility.

An LAA cannot:

- provide legal assistance to those not eligible to receive such assistance;

- provide legal assistance via a third party; that is, the attorney must deal directly with the client, not with a friend or relative of the person to be assisted;

- assist or counsel eligible persons regarding legal problems arising from the client's business or commercial interests;

- provide in-court representation for an individual, if the legal assistance office or the client is not eligible for ELAP; or

- give advice over the telephone.



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## Expanded Legal Assistance Program and you

Can an LAA assist you if you need an attorney to represent you in a civilian court? The answer is yes if you are eligible for the Expanded Legal Assistance Program (ELAP) and if your local legal assistance office has been authorized to participate in this program.

Under ELAP, legal assistance officers can provide full legal assistance and representation, including representation in civilian courts to eligible individuals.

ELAP eligibility requirements are:

- You must be single, active duty E-3 or below, and you do not have a source of substantial income independent of your military income or;
- you must be married, active duty E-4 or below and do not have a source of substantial income independent of your military pay; or

- you must be on active duty and you are unable to afford the services of a civilian attorney without severe financial hardship.

If you meet one of the above requirements, then you are eligible to participate in this program. However, please remember that your LAO must also be authorized to participate in this program and have the necessary resources to provide the service.

## Preventive law and you

If you don't have any of these problems or if you have your will and your family has been taken care of, you should still see a legal assistance attorney.

It is far easier to avoid a problem *before* it happens than to resolve it afterwards. An LAA can assist you in ways which you may never have considered. For example:

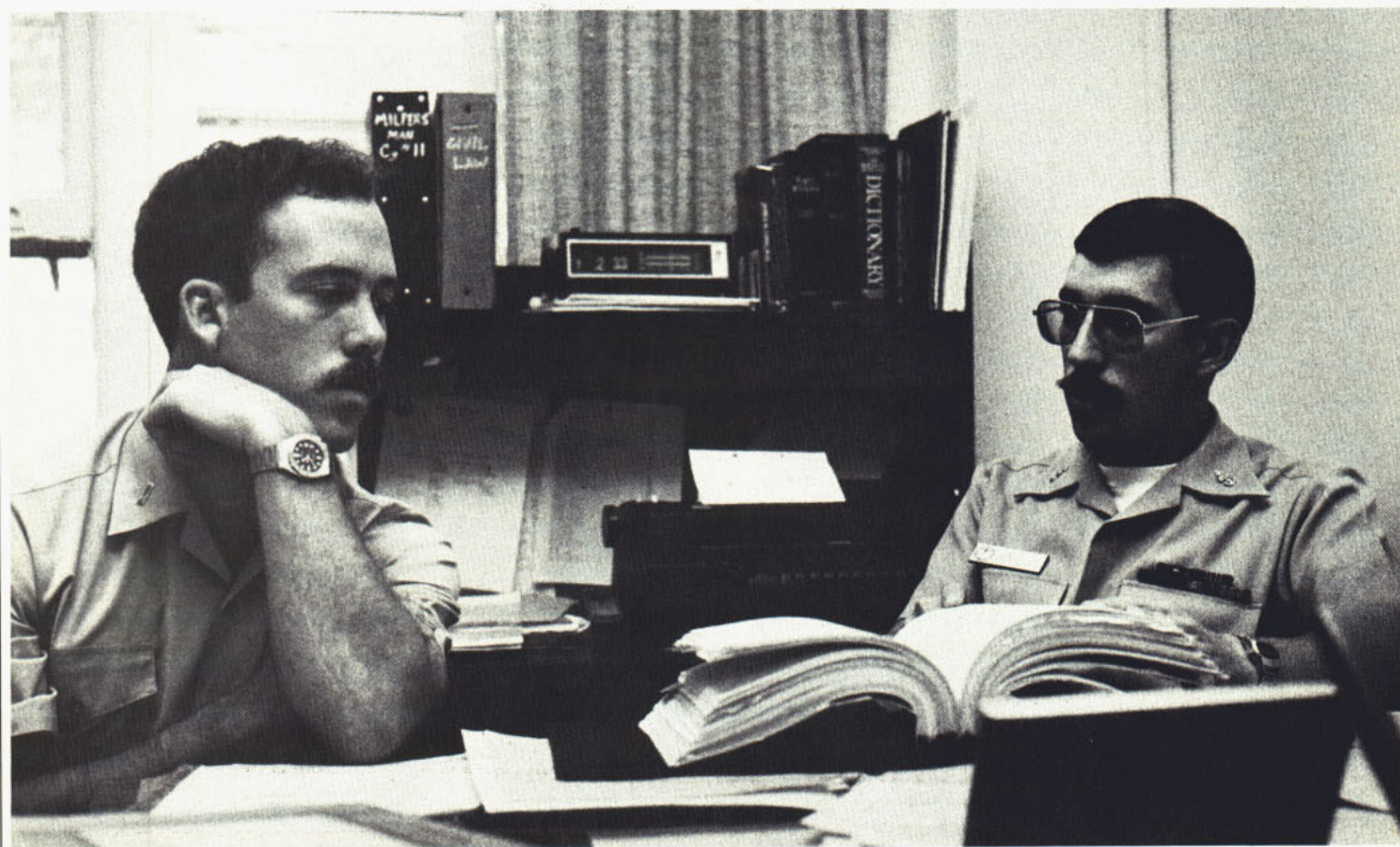
- An LAA can review your present will to ensure that it fulfills your present desires and needs;

- an LAA can review that lease or contract for you before you sign "on the dotted line" so that you know in advance all of your rights and duties; or

- an LAA can advise you of present law and *new* laws.

Remember, your LAA is there to serve you. But your LAA is useful only if you use him or her.

Today in the naval service, far greater emphasis is placed upon quality of life. The Judge Advocate General has set the course for the legal assistance program. Legal assistance attorneys are providing the finest legal services based upon the highest degree of excellence and professionalism. If you have, or if you think you may have a legal problem, see a legal assistance attorney. Your quality of life depends upon it. □







Nine-year-old Mikey Neufeldt from Berlin, Wis., the 1987 Muscular Dystrophy Association's Poster Child, talks with Chief of Naval Operations Adm. Carlisle A. H. Trost during a recent visit to Washington, D.C.





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